

Shasta-Trinity Trail



DRAFT CONCEPT PLAN
DECEMBER, 2000

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Shasta-Trinity Trail Connections Project

December, 2000

Prepared for the Steering Committee

by the National Park Service's
Rivers, Trails and Conservation Assistance Program

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This National Park Service program provides staff

assistance to community-led trail, open space, greenway, or river projects. In the Shasta-Trinity Trails Connection Project, Rivers and Trails Program staff have helped pull together the Steering Committee, organized and facilitated committee meetings, and pulled together the inventory information and drafted the concept plan.

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For more information

Please visit the website for the Shasta-Trinity Trail Connection Project at: www.nps.gov/pwro/rtca/shasta-trinity.

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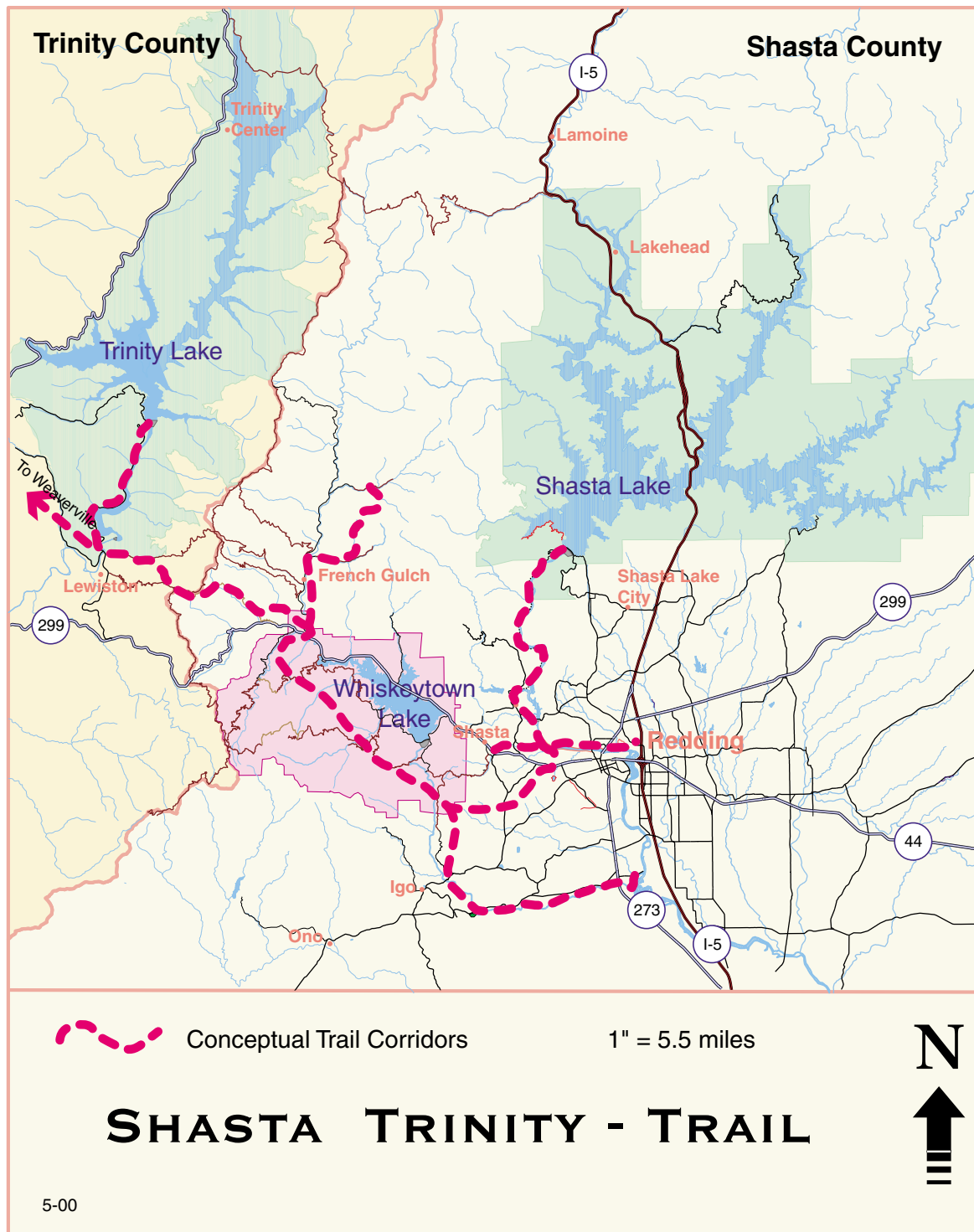
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Section 1. The Trail Concept

Introduction

Vision

Imagine... a trail linking Redding with the Trinity Alps. Leaving your car behind, hiking or riding from the Sacramento River to a nearby lake. From your front door, following Clear Creek towards its headwaters. Imagine a trail linking the region's many special places – historic gold mining areas, beautiful mountain vistas, river canyons, and lakes. This could all become possible with the creation of the Shasta-Trinity Trail.

Goals

When completed, the **Shasta-Trinity Trail** will:

- ✓ Be a major regional trail, extending nearly 200 miles.
- ✓ Connect some of the best destinations in the region—the Sacramento River, Clear Creek, and Shasta, Trinity, and Whiskeytown lakes—as well as connect Shasta and Trinity counties.
- ✓ Provide close-to-home recreation and opportunities to travel from town to the backcountry via a trail.
- ✓ Serve as a backbone trail linking existing trails to create a regional system of trails.
- ✓ Accommodate equestrians, hikers, mountain bikers (and when traversing official off-highway vehicle areas such as the Shasta-Chappie, motorized users) on a shared trail.
- ✓ Connect communities and thereby encourage the development of local trail systems.
- ✓ Make maximum use of the extensive public lands in and around Redding and link those areas together.
- ✓ Collaborate with neighboring landowners to identify and develop the trail appropriately.
- ✓ Serve as an educational tool for broadening residents' awareness and understanding of its surrounding resources.

The Opportunities

Users of the Shasta-Trinity Trail Connections will experience diverse outdoor settings including the paved Sacramento River Trail in Redding to the narrow pathways leading into the Trinity Alps. The trail will bring residents and visitors in contact with a wide range of the region's special resources, including:

- ✓ the Sacramento River and Clear Creek
- ✓ the Turtle Bay Museum complex and arboretum
- ✓ Lewiston, Shasta, Trinity, and Whiskeytown lakes
- ✓ Old Shasta State Park, the Towerhouse District, the historic mining towns of French Gulch, Lewiston, and Weaverville; and remnants of the gold mining-era Clear Creek Water Ditch
- ✓ The Reading Gold Discovery site
- ✓ The old railroad grade used to construct Shasta Dam
- ✓ The old stage coach route to Trinity County.

There are tremendous opportunities to create such a trail. For instance, many trails already exist; the Sacramento River Trail and the trails in Whiskeytown National Recreation Area. These form a foundation for a regional trail. Other trails are being planned and constructed currently: the extension of the River Trail from Keswick to Shasta Dam and the Westside Trail in Redding, for example. The Shasta-Trinity Trail concept capitalizes on these existing efforts and will link them together into one regional trail.



Credit: National Park Service

Reading's Bar State Historical Marker

This region is also blessed with relatively extensive public land holdings managed by federal agencies such as the Bureau of Land Management, the U.S. Forest Service, the Bureau of Reclamation and the National Park Service. These agencies can construct and manage trails. The history of mining and logging left a legacy of many former roads, railroad beds, and water ditches. These corridors can be easily converted to trail use, reducing the costs and potential impacts to the environment associated with constructing new trails. Together, these regional assets make creating a regional trail more feasible and much easier.

Benefits of the Trail

A trail like the Shasta-Trinity could provide many benefits to residents and visitors to Shasta and Trinity counties. A regional trail can provide residents more opportunities to get out and see the region. It promotes the creation of more trails and therefore more recreation opportunities. Tourism plays a major role in the local economy. Such a trail could attract visitors to the area and help support local businesses.

In-town trail segments can make it easier to get around without relying on a car, helping people commute to work or school. The experience of many property owners near popular trails is that their property values increase, and the property is easier to sell to buyers interested in getting out on the nearby trail. The Shasta-Trinity Trail, once developed, could provide a range of benefits to the entire region. In the sidebar is a summary of the types of benefits trails and greenways (the land along a trail or river) can provide to local communities.

The trail also provides many opportunities for interpretation, serving as an “outdoor classroom” for area youth and adults. The trail can help make people more aware of the natural, cultural, and historic resources of the region. The trail can also serve as a catalyst to protect open space and scenic resources.

Economic Impacts of Protecting Rivers, Trails and Greenway Corridors

Rivers, trails and greenway corridors (linear open space connecting recreational, cultural and natural areas) are traditionally recognized for their potential for environmental protection, recreation and aesthetic appearance. These corridors also have the potential to benefit a local community economically. The National Park Service's Rivers and Trails Program produced a resource book for local communities interested in understanding and communicating the potential economic benefits of rivers, trails and greenway projects.

Property Values

Studies demonstrate that parks, greenways and trails increase nearby property values, attract buyers, and help sell properties more quickly.

Expenditures by Residents

Spending by residents, such as purchasing bikes or fishing poles, helps support local recreation-oriented businesses, as well as businesses patronized by trail or river users, such as convenience stores or restaurants.

Business Opportunities

Greenways often create new business opportunities and can encourage businesses to locate in communities with trails and greenways.

Tourism

Opportunities to enjoy the river or use a trail are often tourist attractions, which

generate expenditures on lodging, food and recreation-oriented services. Greenways can also improve the overall appeal of a community to prospective tourists and new residents.

Agency Expenditures

The agency responsible for managing a river, trail or greenway can help support local businesses by purchasing supplies and services. Jobs created by the managing agency may also help increase local employment opportunities.

Public Cost Reduction

The conservation of rivers, trails and greenways can help reduce costs associated with flooding, pollution and other natural hazards. As daily exercise also promotes good health, the presence of a trail can reduce a community's health care costs.

Complete text of the Resource Book is available on the Internet at: www.nps.gov/pwro/rtca/econ_index.htm.



Credit: City of Redding

Event on the River Trail's Ribbon Bridge

Project History

Mid-1990s — This project grew out of efforts to restore the watersheds of the Upper and Lower Clear Creek. These plans addressed a variety of issues, including recreation.

June, 1998 — Don Neptune of Horsetown Clear Creek Preserve and Dave Pugh, then Superintendent of Whiskeytown National Recreation Area, contacted the National Park Service's Rivers and Trails Program to seek assistance in developing a trail along Clear Creek.

April, 1999 — Whiskeytown National Recreation Area hosts a meeting at the NEED Camp attended by 35 community members to discuss trail planning efforts and to explore interests in proceeding with plans for a larger, regional trail. Holly Van Houten of the Rivers and Trails Program attended the meeting and explored how regional trails have been developed in other parts of the country. Many of those in attendance were endurance equestrian riders and mountain bicyclists interested in opportunities for longer distance trails and linking together Redding's many public lands.

July, 1999 — A proposal and application for assistance is submitted to the Rivers and Trails Program by Whiskeytown National Recreation Area, Bureau of Land Management, the U.S. Forest Service, the City of Redding, Congressman Wally Herger's office, Horsetown Clear Creek Preserve, and the Trails and Bikeways Council of Greater Redding.

December, 1999 — First meeting of a Steering Committee is held. Steering Committee made up of representatives of 24 agencies. Inventorying possible routes and exploring the feasibility of a regional trail was identified as important first steps.

January - April, 2000 — Regional inventory meetings are held. Information obtained from these meetings is mapped through the in-kind services of the McConnell Foundation.

April, 2000 — Bureau of Land Management begins development work on the Extension of the Sacramento River Trail from Keswick Boat Ramp to the Shasta Dam. This trail follows an abandoned railroad corridor and funding for the project came from Shasta County, the McConnell Foundation, and the Bureau.

May, 2000 — The first draft of a trails inventory is shared with the Steering Committee at its second meeting.

May, 2000 — A website for the trail is launched, housed at www.nps.gov/pwro/rtca/shasta-trinity.html.

June 3-4, 2000 — Six National Trails Day events are held to highlight to the community the Shasta-Trinity Trail concept and to get their input. Events included exploring the Hilltop Trail Extension, climbing Kanaka Peak, following the old stage coach road from the Sacramento River Trail to near Old Shasta, trail maintenance in Whiskeytown National Recreation Area and clean up at the Cloverdale

property which will lead to the development of a staging area. A major feature article on the trail appears in the *Redding Record Searchlight*.

July, 2000 — the City of Redding begins a citywide Trails Master Planning Process.

September 19, 2000 — the City of Redding opens the Sacramento River Trail-Hilltop Drive Extension segment.

September 20-24, 2000—The National Trails Symposium is held in Redding. Many of the participants involved in this project were involved as organizers, speakers, and volunteers. The concept of the Shasta-Trinity Trail was presented in a session during the Symposium.

December, 2000 — draft concept plan developed.



Credit: National Park Service

Dedicating the Hilltop Trail Extension

Getting the Trail Established

A trail of this scale can only be established through the commitment and partnership of a great many people and organizations. To develop the trail, local governments, land management agencies, landowners, and community groups will need to work closely together to identify and build the trail. A Steering Committee was created to guide the overall planning effort.

Steering Committee

The Steering Committee operates as a coordinator, facilitator, and project proponent. It is comprised of representatives from 35 agencies or stakeholder groups, names of the organizations and individuals are listed on the inside front cover of this report. Eventually this Steering Committee will have two co-chairs; one, a citizen representative and one, representing a public agency or local government. One of the roles of the Co-Chairs is to be a spokesperson for the project and to ensure that the trail is being carried out in keeping with the overall goals.

Roles for the Steering Committee include:

- ✓ Providing advice and direction to implement the trail;
- ✓ Considering, evaluating, and endorsing proposals, strategies and actions concerning the trail;
- ✓ Helping define funding, implementation and funding strategies;
- ✓ Formulating marketing and promotional ideas for the trail;
- ✓ Representing their stakeholder group’s interests; and
- ✓ Providing guidance to subcommittees and cooperating agencies.

Implementation

The responsibility for trail planning, development (acquisition and construction), management and maintenance rests with the local, state or federal agency or entity with jurisdiction over the lands through which the trail passes. These entities are know as the “Lead Agency” and are identified for each trail segment in Section 2 of this plan. Implementation of the Shasta-Trinity Trail will take place by as the Lead Agency focuses on the individual trail segments. With guidance and support from the Steering Committee, each Lead Agency will be encouraged to take the necessary next steps to plan and develop the trail. These agencies should, through the Steering Committee, seek cooperative strategies to promote the establishment of the trail and to achieve some consistency in trail design, operation, and management over the length of the trail.

Implementation will be promoted as well through the adoption of this Conceptual Plan and the signing of a Memorandum of Understanding.

Identifying a Route for the Trail

Figure 1 shows the proposed route for the Shasta-Trinity Trail. In keeping with the original vision to connect the three major lakes (Shasta, Trinity and Whiskeytown) with the Sacramento River and Clear Creek, the first step in the process was to define *planning regions* or large areas. These regions were then evaluated to assess where a trail could be routed. The planning regions included:

Lower Clear Creek Region: from Clear Creek’s confluence with the Sacramento River, along Clear Creek into Whiskeytown National Recreation Area.

Redding Region: incorporating the Sacramento River Trail in town, the new extension of the River Trail from Keswick to the Shasta Dam, and the planned Westside Trail.

Whiskeytown Region: from Clear Creek around the south side of Whiskeytown Lake over to the Towerhouse District, west of the lake.

French Gulch/Interlakes Region: from the Towerhouse District into the center of French Gulch, connecting to the Lewiston Turnpike into Trinity County, and back over to Shasta Dam to the east.

Trinity Region: from Lewiston to Lewiston Lake and to the Trinity Dam, and over to the Town of Weaverville.

Once the planning regions were identified, a series of meetings were held to inventory resources that could help identify possible routes for the Trail. The purpose of the regional inventory meetings were to identify a variety of resources, including:

- √ existing trails
- √ planned, but not yet completed, trails
- √ possible corridors for new trails, such as old roads, historic water ditches, fire breaks, etc.
- √ existing and potential trailheads and other trail-related facilities
- √ land ownership
- √ opportunities
- √ constraints
- √ follow up tasks and recommendations.

Local experts (land managers, trail users, community residents) were invited to each meeting to help gather the information.

Refining and Selecting a Route

The result of the inventory meetings was the identification of broad *corridors* in which the trail could eventually be built. The more specific trail *alignments* will have to be identified in the future as the trail is implemented by the individual Lead Agencies.

As a practical matter, planning the alignments and constructing the trail will happen in segments. The second half of this report summarizes the information obtained during the inventory



Credit: National Park Service

Route Planning in French Gulch Area

process and where the trail might be eventually located on 28 different trail segments. Each trail segment is numbered, then described and mapped. An analysis of opportunities and constraints that help or hinder the trail's implementation is provided next. Finally, a lead agency is listed (where one can be determined at this point) and other stakeholders identified who must be involved in implementing the trail.

In addition to the conceptual route for the Shasta-Trinity Trail defined in this report, these factors should be considered in locating the trail:

- √ the proposed origin and destination of a segment, ensuring it links with adjacent Shasta-Trinity trail segments;
- √ potential uses (bicycling, equestrian, hiking, etc.);
- √ ownership of the land;
- √ adjacent land uses;
- √ sensitivity of any ecological, historic or cultural sites;
- √ points of interest (unique landscapes, historic sites or markers, water bodies);
- √ connections to population centers;
- √ use of public lands and rights of way and linkages between public lands and rights of way;
- √ linkages to existing community or local trail systems;
- √ user safety (i.e., road crossings);
- √ cost of trail development and management;
- √ availability of water; and
- √ slope, grade, and shade concerns.

Locating the Trail on an Interim Basis

The conceptual trail corridor for the trail in some places suggests the trail should be located on existing roads either on an interim or long-term basis. In some cases, paved, heavily used county roads may be necessary to connect between trail segments. In other cases, rarely used dirt roads in the backcountry may comprise the trail. Lead agencies may wish to consider the designation of the trail on such routes as ways to build public support for the trail and to facilitate trail completion and then over time find more suitable routes. Taking advantage of short-term opportunities to route the trail may also be preferable to waiting for the longer-term solution to present itself. In any case, safety precautions need to be taken in conjunction with the jurisdictions that manage the roads, either City of Redding, Shasta County, CalTrans or the U.S. Forest Service.

Designating Routes

Prior to designating routes (existing or newly constructed) part of the Shasta-Trinity Trail, the Lead Agency is encouraged to coordinate with the Steering committee. This allows an evaluation of how well individual trail segments meet the overall goals and suggested alignment factors.

Trail Issues

In addition to planning a more specific route for the trail, a variety of additional issues will need to be addressed in the implementation phase of this project. The Steering Committee may want to adopt policies or prepare subsequent plans that address these issues:

Community and citizen involvement

The successful planning and development of the Shasta-Trinity Trail depends on the involvement and support of local groups, citizenry and governments. Through the involvement and participation in the planning and carrying out this project, the Shasta-Trinity trail can be developed in a way that serves local as well as regional needs. In the Implementation section of this report, several next steps are identified that would expand community and citizen involvement in the project.



Credit: National Park Service

National Trails Day Event to Solicit Public Input on Trail Concept

Working with Private Landowners

Where the conceptual trail corridor crosses private lands, landowners need to be involved in selecting an appropriate route. No segment of the trail can be established without the willingness of the affected landowner. Landowners adjacent to either private land segments or public land segments should also be given opportunities to become aware of the trail project and to participate in planning a route for the trail and addressing specific site concerns. Providing information that addresses possible impacts nearby trails can have on property values, privacy, or crime can allay many landowner concerns. Many studies exist showing that property values can increase near a well-managed trail to the benefit of the landowner and that crime rates do not go up in conjunction with a new trail, often in fact, crime rates decrease as legitimate trail use pushes out illegitimate use of vacant land.

Liability Concerns

Another common concern of landowners that participate in providing a route for a trail is possible liability concerns. California has good state law and legal precedents that protect private landowners. Despite this good legal protection, many landowners still are concerned about possible lawsuits. The legal information needs to be made available more widely to landowners during the planning phase of the project and avenues explored to alleviate these ongoing concerns. (Please see the sidebar for more information about California's Recreational Use Statute.)

Trail Location and Acquisition

The majority of the trail is expected to be located on public land or rights-of-way administered by government agencies. Where public lands are unavailable, there are several options for partnering with private landowners to establish the trail. Easements for trail access may be donated or purchased from private landowners. Landowners could also provide access via a lease for a determined length of time. This would create a "trial period" before committing to a permanent arrangement. Land might also be purchased on a willing seller basis for trail access or support facilities. Of the participating federal agencies, the Bureau of Land Management has the most flexibility in

Excerpts from California's Recreational Use Statute and Landowner Liability Executive Summary

“California’s Recreational Use Statute, designed to encourage landowners to open up their land for recreational use by the public, provides private landowners with immunity from liability for injuries sustained by persons using the property for recreational use. This protection extends not only to landowners but to others with an ‘interest in the land’ such as holders of leasehold estates.

“Although the statute sets forth a list of recreational uses to which it extends, the California courts have found that the list is not exhaustive and protection extends to other recreational activities not specifically mentioned by the statute. For statutory protection to apply, the injured party must have entered the land for recreational purposes; if the party who was injured entered the land for purposes other than recreation, the statute’s protection will not apply.

“Additionally, the statute specifically carves out three circumstances in which statutory immunity will not apply: where the landowner has committed a willful or malicious failure to warn or guard against a peril, granted permission in exchange for consideration, or extended an express invitation to the injured party.

“Finally, a related section of the statute allows landowners to present a claim for reasonable attorney’s fees (within limits) in certain circumstances. Landowners who have given permission to the public to enter upon or use their land pursuant to an agreement with a public or nonprofit agency for purposes of recreational trail use may present a claim for reasonable attorney’s fees when a civil action is brought against them by a person who is alleged to have suffered an injury or sustained damage on their land.

“Landowners should seek the advice of their own counsel with respect to the benefits and shortcomings of the California Recreational Use Statute and the protection it affords innocent landowners.”

Bay Area Ridge Trail Council, *California’s Recreational Use Statute and Landowner Liability*, San Francisco, CA, 1998.

purchasing or trading lands with private landowners. They have already begun efforts to acquire lands within the Lower Clear Creek region to accommodate a salmon recovery effort. Trades can also be arranged with the U.S. Forest Service within certain boundaries. The City of Redding owns and manages trail easements within the City Limits. Other active non-profits include the Shasta Land Trust and the McConnell Foundation who could participate in acquiring land for the trail.

Physical design of the trail

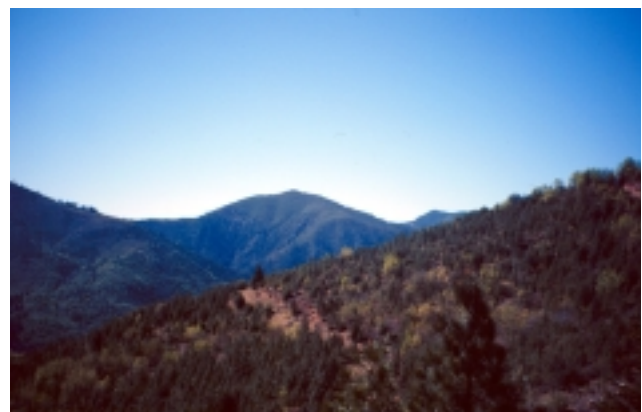
Local jurisdictions will dictate the design of the trail. Many trail managing agencies already have their own design standards or guidelines. While it is not the intention to force agencies to standardize the look of the trail across jurisdictions, hopefully some uniform signage can be developed, even if designs cannot be standardized. This provides people with a sense they are on one regional trail. Widths and surfaces would vary, however, by the expected trail uses and numbers of users. While the segments within the City limits with the Sacramento River Trail are likely to be paved to accommodate the great number of users and the variety of users (inline skating, strollers, bicycles, etc.), mountainous or background trails could be narrower and have a natural surface. Natural surfaces also more easily accommodate equestrian users, a concern raised in many early planning meetings for this project.

Support facilities

Trail users will need staging areas, preferably with parking that can also accommodate horse trailers, water, sanitation, and information at regular intervals along the trail's length. Existing, planned, and potential staging areas were identified in the inventory phase, but more effort is needed to plan areas where there are gaps. Water and sanitation, however, are not yet provided in many of these existing staging areas and should be planned for in the future. Campgrounds or other overnight facilities are often needed to serve the needs of long-distance hikers and riders. Some campground facilities are already provided in, for instance, Whiskeytown National Recreation Area or permitted/allowed by the Bureau of Land Management or the U.S. Forest Service. Communities such as French Gulch, Lewiston, or Weaverville can also provide overnight accommodations and provisions to such users.

Connections through the Interlakes Region/ Chappie-Shasta Off-Highway Vehicle Area.

We did not complete an inventory of the Interlakes Region, the area between Trinity Lake/French Gulch region and Shasta Lake. The Bureau of Land Management and the U.S. Forest Service primarily manage this region as the "Chappie-Shasta Off-Highway Vehicle Area". Within this management area, there are existing trails that could be marked or designated as part of the Shasta-Trinity Trail and shared with motorized trail users. Although all the existing trails are open to all types of trail users, it isn't known if non-motorized users would be interested in traversing this region on an identified route. More public input is needed as to the desirability of such a trail experience. Also, any route through this area should be coordinated carefully with the OHV trail user community to address any of their concerns.



Interlakes Region

Credit: National Park Service

Trail maintenance and management.

In the absence of a single management authority for the trail, each jurisdiction or agency traversed by the Shasta-Trinity Trail will be responsible for maintaining and managing their respective portions of the trail. One goal of any community involvement program should also be to recruit volunteers to assist with trail development and maintenance through an Adopt-A-Trail or other program. Already during National Trails Day 2000, two projects were accomplished by volunteers. The first prepared a site for the developed of a new staging area at the Cloverdale property in the Lower Clear Creek region. A second project at Whiskeytown National Recreation performed trail maintenance activities. Both the City of Redding and Whiskeytown National Recreation Area have volunteer coordinators who can assist in this effort. Other public agencies have active volunteer programs throughout the year.



Credit: National Park Service

Performing trail maintenance

User conflicts

One goal of this trail is to provide a multiple use backbone trail that accommodates hikers, equestrians, and mountain bikers. Care should be taken to design and manage trail segments to reduce possible user conflicts. Some of the areas through which the trail would pass are also used seasonally for hunting. Information should be provided to trail users at kiosks to inform them of the hunting seasons, regulations, and safety precautions. Local hunting or sportsmen's organizations should be consulted during the planning phase to identify other ways to reduce conflicts between these two public land uses.

Security and law enforcement

Local jurisdictions and public land managing agencies will be responsible for monitoring local segments of the trail for security and law enforcement purposes. Local trail user groups can also assist with this function. Other trails have benefited enormously from citizen volunteer patrols. Local equestrian groups have experience with these types of programs in the Trinity Alps and could be encouraged to expand their efforts into segments of this trail. Gates, fencing, signing and lighting can also help provide security where needed.

Funding for acquisition, development and management

A mix of government funding, private grants and local fundraising will be necessary to meet the financial challenge of developing this trail. Trail planners should be creative in identifying ways to develop the trail, either through using a variety of funding sources, taking advantage existing natural corridors to reduce the costs of construction, and using volunteer labor or contributions to offset out of pocket costs. No attempt has been made at this conceptual juncture to identify total costs of the project due to the unknown final alignments. Such costs should be identified as segments are developed.

Next Steps

Organizational Development

Adopt this Concept Plan by resolution or signing a Memorandum of Understanding. Participating agencies and jurisdictions, through the Steering Committee, sign a Memorandum of Understanding, indicating their commitment to moving forward with the implementation of this project.

Strengthen the Steering Committee structure. The existing Steering Committee selects co-chairs and reaffirms a subcommittee structure to aid in the promotion of this project.

Establish policies. The Steering Committee adopts policies that address issues laid out in the previous section and/or develops methods to address them in the subsequent development of the Trail.

Route Planning

Develop an annual workplan. Each Lead Agency should identify annually for the Steering Committee which segments they will focus on during the coming year and what steps they will take to plan and develop the Trail.

Identify Lead Agencies where there are gaps. The Steering Committee, through identifying and recruiting citizen volunteers or through outreach to local decision-makers, works to identify Lead Agencies for each trail segment where none is currently identified.

Meet with private landowners. For each identified trail segments, the Lead Agency contacts and attempts to meet with affected or adjacent private landowners.

Find additional ways to address liability concerns. The Steering Committee identifies ways to allay the liability concerns of affected or adjacent landowners. This includes possibly distributing information about liability, looking into the possibility of liability insurance, indemnifying landowners, or partnering with a non-profit organization to assist the landowners.



Credit: National Park Service

Sacramento River Trail Extended on Former Railbed to Shasta Dam

Complete the trail inventory in the Interlakes Region. Working closely with the OHV community, the Bureau of Land Management and the U.S. Forest Service, the Steering Committee determines whether and where to establish a route through this region.

Adopt concept plan into local plans. The Steering Committee works with local partners to ensure the Shasta-Trinity Trail concept is incorporated into federal management plans, local general plans, trail master plans, subdivision maps, or zoning actions.

Sign existing segments. Once a signage plan has been completed, Lead Agencies sign existing segments with the Shasta-Trinity Trail signs/logo.

Public Involvement

Organize local citizen committees to work with Lead Agencies to plan trail segments. The Steering Committee organizes local citizens into committees to work closely with the Lead Agency to plan and develop each trail segment.

Present the Concept Plan to the community through appropriate public involvement mechanisms. The Steering Committee presents the Concept Plan to the community through public meetings, workshops, or one-on-one meetings for their input and ideas. This public participation process can be helpful in explaining project goals, understanding local issues, and determining the extent of local interest and support for the trail.

Present specific alignments and implementation strategies to the public. As Lead Agencies move forward with implementing their local trail segments, they take care to involve the public in refining alignments, trail designs, and support facilities. Ideas and suggestions to resolve potential conflicts or concerns can also be gained at this stage.

Marketing and Promotion

Develop a logo and signage plan for the trail. The Steering Committee completes a logo and signage plan to strengthen public recognition of the trail. The signage plan incorporates each jurisdiction's individual signage requirements and encourages agencies to install Shasta-Trinity trail signs along existing segments of the trail.

Organize trail events. Trail events introduce the trail project to the public and involve them in its implementation. If well organized and fun, such events can generate a great deal of understanding and enthusiasm for the trail. California Trail Days, usually the third weekend in April, and National Trail Day on the first Saturday in June are good opportunities to promote trail events in conjunction with larger commemorations.

Inform and educate community officials about the trail. Steering Committee members and volunteers become active ambassadors of the Trail. One-on-one meetings and presentations with local decision-makers are held to share the vision of the trail, identify local needs and political concerns, secure the necessary political support, and catalyze the establishment of the trail.

Develop marketing tools. The Steering Committee creates marketing tools and uses the existing website to promote wider awareness of the project and understanding of the goals and benefits of creating such a trail.

Create an Interpretative Plan. The Steering Committee develops a plan for ways to use the trail as an “Outdoor Classroom” or educational tool. Themes suggested during the initial planning for the project includes interpreting the water resource development, mining history, salmon recovery efforts, and watershed protection efforts.



Credit: City of Redding

Sacramento River

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Section 2. Trail Segments

The Shasta-Trinity Trail has been divided into five separate planning regions containing 28 individual trail segments. Progress on developing individual trail segments depends on many factors including the availability and commitment of a managing agency to the trail, presence of local trail advocates, number and productivity of volunteers, and the degree of support from local officials, community groups, and the general public.

Lower Clear Creek

- LCC-1 Sacramento River to Clear Creek
- LCC-2 Clear Creek from the Sacramento River to Highway 273
- LCC-3 Clear Creek through BLM properties
- LCC-4 Clear Creek through BLM and private properties
- LCC-5 Cloverdale property
- LCC-6 Placer Road to Whiskeytown National Recreation Area
- LCC-7 Swasey Drive to Mule Mountain Ridge
- LCC-8 Mule Mountain Ridge to Kanaka Peak

Redding Region

- R-1 Westside Trail from Eureka to Swasey Drive
- R-2 Westside Trail
- R-3, R-4, R-5 Links to the Sacramento River Trail
- R-6 Extension of the Sacramento River Trail to Shasta Dam

Whiskeytown Region

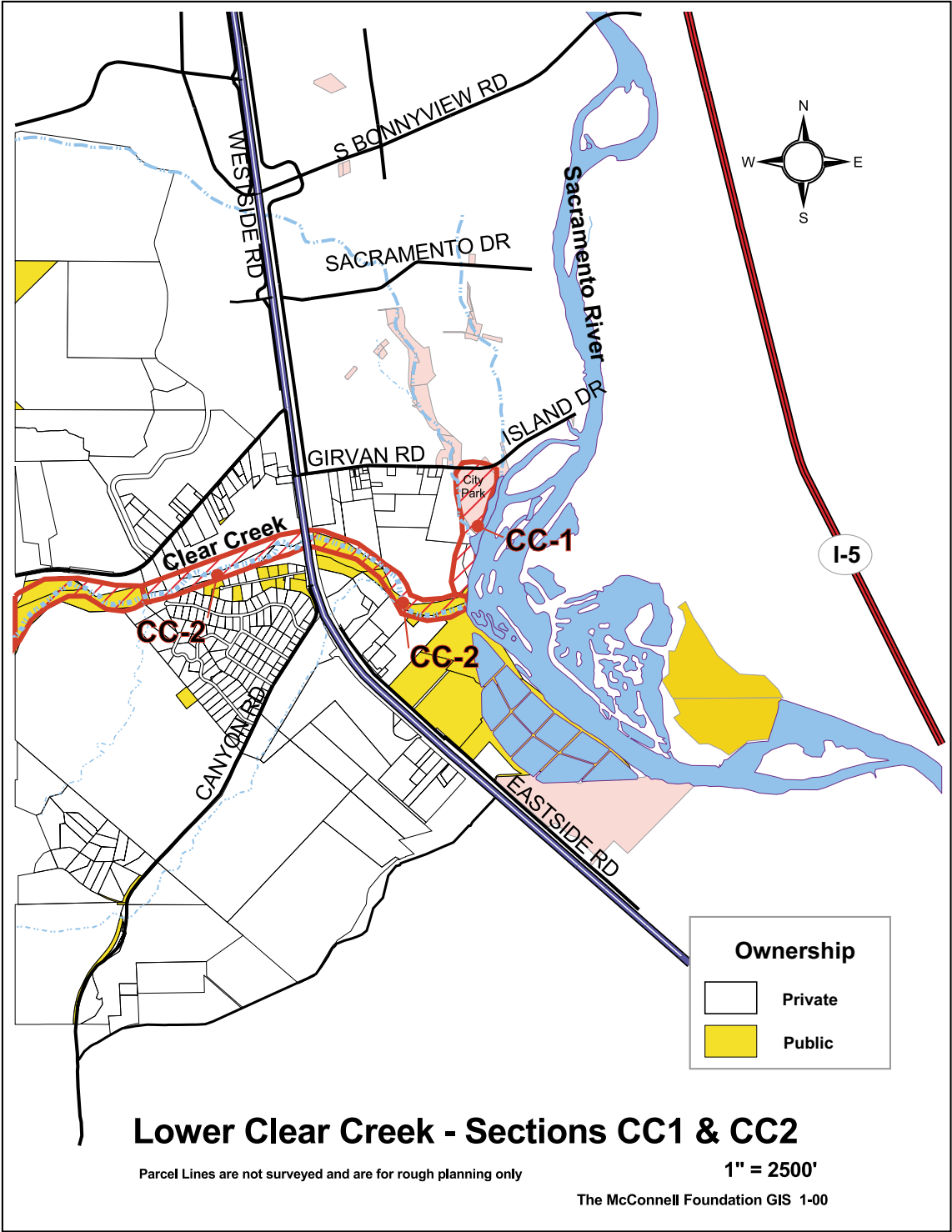
- W-1 Mule Mountain Ridge to Peltier Valley Road
- W-2 Peltier Valley Road to Sheep Camp
- W-3 Sheep Camp to Boulder Creek
- W-4 Boulder Creek to Trinity Mountain Road

French Gulch Region

- FG-1 Merry Mountain to Lewiston Turnpike
- FG-2 Lewiston Turnpike to County Line Road
- FG-3 Merry Mountain to French Gulch
- FG-4 French Gulch to Shirttail Peak

Trinity Region

- T-1 and T-2 County Line Road to Lewiston
- T-3 Lewiston to Lewiston Lake
- T-4 Lewiston Lake to Trinity Lake
- T-5 Lewiston Lake to the Weaverville Trail Basin System
- T-6 Lewiston to the Weaverville Trail Basin System



Lower Clear Creek Region

SEGMENT: LCC-1 and LCC-2

ROUTE DESCRIPTION:

This trail route connects the Sacramento River to Clear Creek, using Cascade Park as the staging area. The route follows Clear Creek west of Highway 273.

OPPORTUNITIES AND CONSTRAINTS:

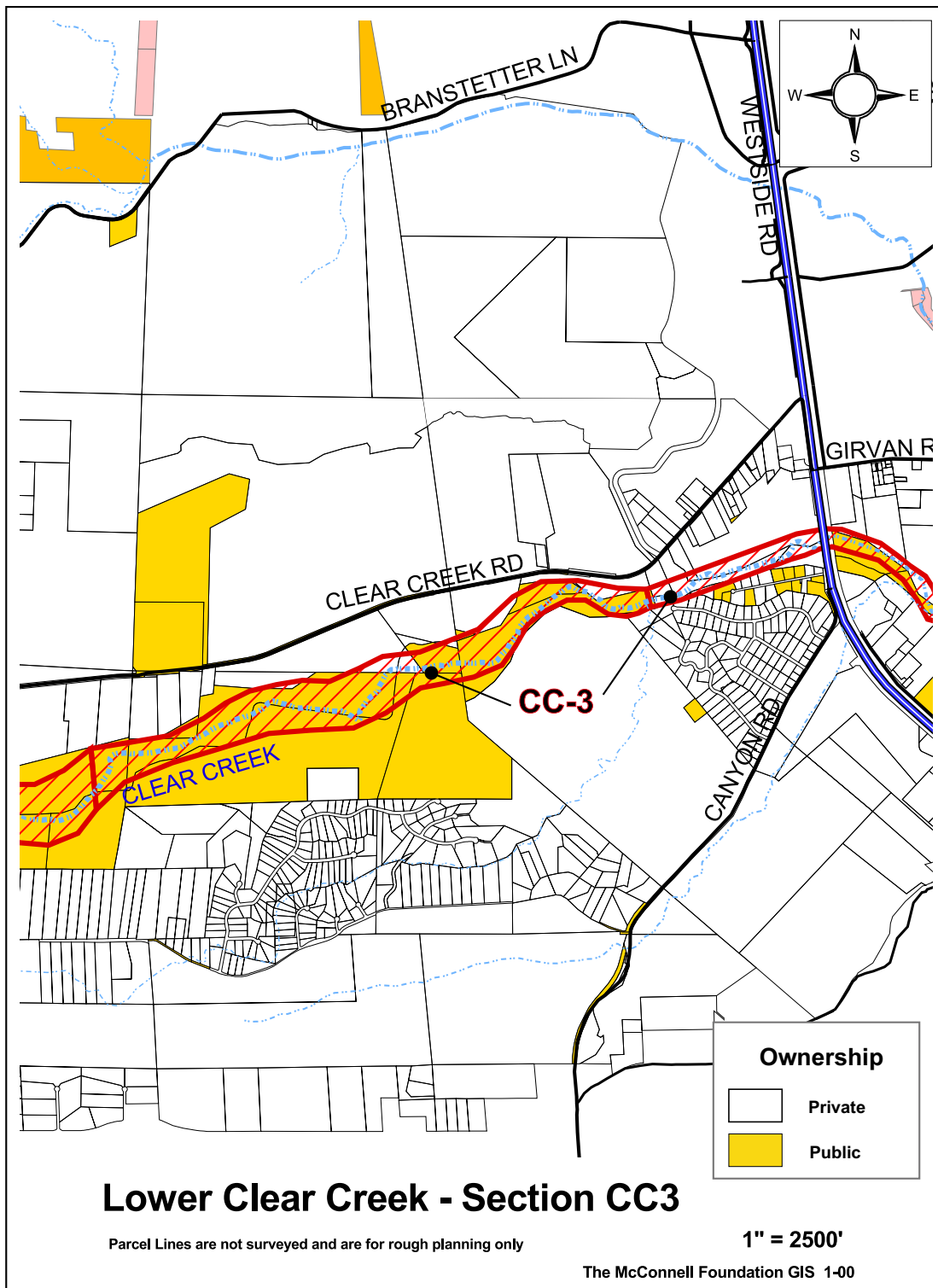
Cascade Park could provide an initial jumping off point for beginning the Shasta-Trinity Trail. Next to the existing park is a parcel proposed for subdivision development. The City of Redding obtained public access across the parcel along a small portion of the river and Clear Creek. This dedication sets the land aside for floodplain, open space and trail purposes, however, the developer is not required to build the trail nor contribute money to its construction. The nearby Redding Rancheria is currently planning a multi-purpose park, which would complete with salmon viewing platform and parking, which could serve as both a staging area for the trail and a destination for visitors. The siting of the trail would have to be carefully considered due to creek crossing issues, steep cliffs, and private property along the creek.

LEAD AGENCY:

City of Redding

STAKEHOLDERS:

Redding Rancheria
Subdivision developer
Private landowners
Bureau of Land Management
McConnell Foundation
Anderson-Cottonwood Irrigation District
Western Shasta Resource Conservation District



Lower Clear Creek Region

SEGMENT: LCC-3

ROUTE DESCRIPTION:

The proposed route continues along Clear Creek through land owned by the Bureau of Land Management in conjunction with a planned salmon restoration project.

OPPORTUNITIES AND CONSTRAINTS:

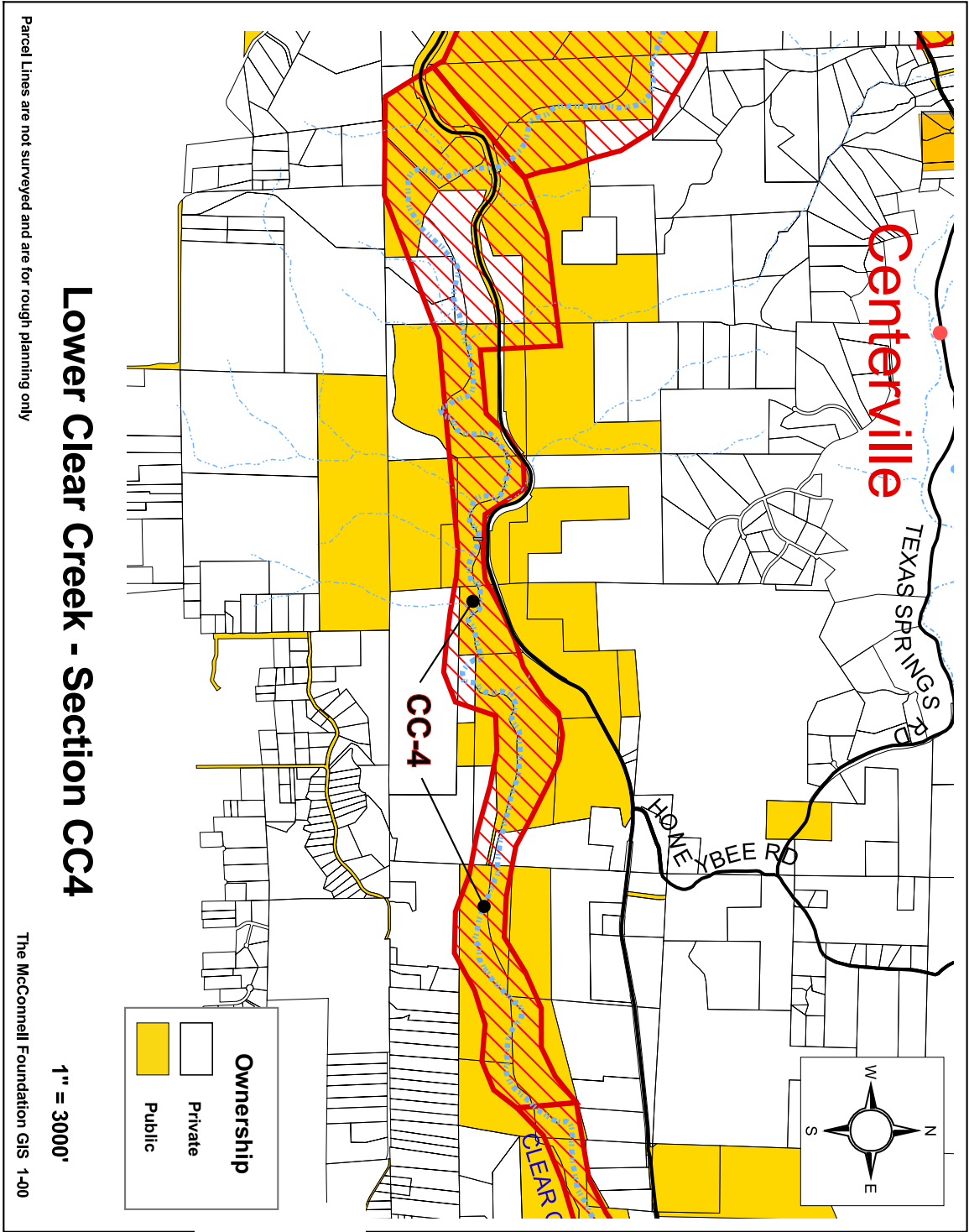
In an effort to restore salmon runs to Clear Creek, the Bureau of Land Management, Bureau of Reclamation, and Western Shasta Resource Conservation District produced the “*Conceptual Plan for Restoration of Lower Clear Creek Floodway*.” BLM has subsequently acquired private property and public access along the creek, providing nearly continuous public ownership along this portion. This salmon restoration project will re-create creek channels and a trail could be created as part of the restoration project. As of yet, however, the trail has not been incorporated into restoration project, nor had land acquisition been completed. A more detailed trail concept plan has been developed for this section by a local architect, Don Neptune, which could be considered in alignment planning. The Friendly Hills subdivision on the south side of the creek has created informal trails down to the creek. These could eventually be connected to the regional trail spine, if desired by residents.

LEAD AGENCY:

Bureau of Land Management

STAKEHOLDERS:

Bureau of Reclamation
Cal-Fed
California Department of Fish and Game
Friendly Hills Subdivision residents
Western Shasta Resource Conservation District



Lower Clear Creek Region

SEGMENT: LCC-4

ROUTE DESCRIPTION:

Continues along Clear Creek through the salmon restoration area, to the Horsetown Clear Creek Preserve, and the BLM-owned “Cloverdale” property.

OPPORTUNITIES AND CONSTRAINTS:

Although BLM has been acquiring property and public access in this segment, there is not continuous public ownership along the creek. An alignment could be found to bypass these parcels using Clear Creek Road, if the landowners are not interested in participating in the trail. One option would be to route the trail through a wetlands restoration project on the north side of Clear Creek Road, a project also managed by the BLM. The City of Redding also owns land within this planning segment, which could also serve as a staging area or provide alternative alignment options. An additional constraint is a sand and gravel mining operation in this segment of the creek.

Other opportunities include interpreting the discovery of gold in Clear Creek and the associated historical marker. The non-profit organization, the Horsetown Clear Creek Preserve, owns land within this section, which are open to public use. This preserve already has a developed parking area, trails, amphitheater, and restrooms.

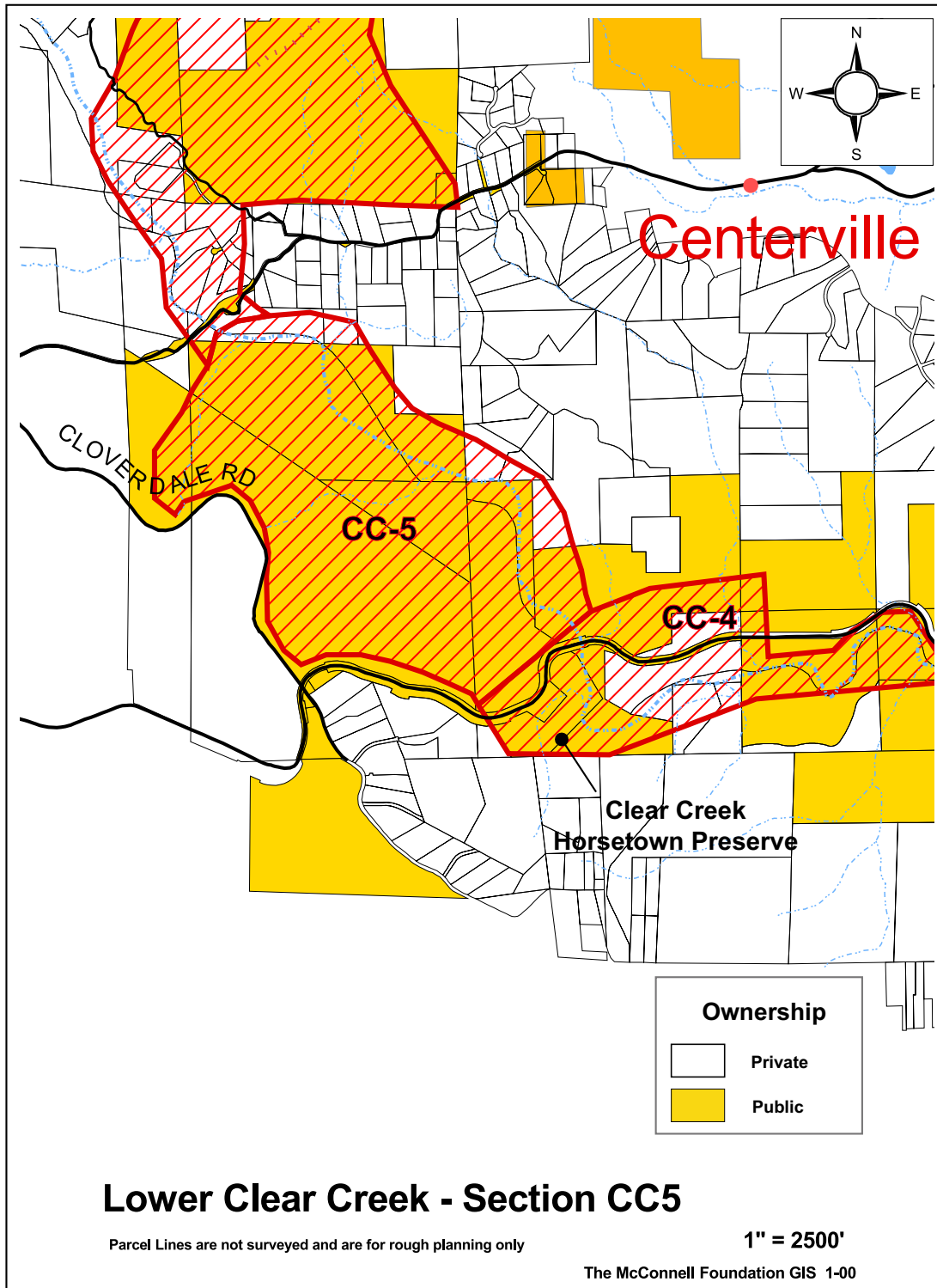
Crossing the Clear Creek Road Bridge is a constraint. The existing bridge is narrow with blind curves. Funding applications have been submitted to address this problem. Another possible constraint is the existence of some informal shooting ranges exist/allowed on private property presently in nearby vicinity of possible trail alignment, which may cause user conflicts and safety concerns.

LEAD AGENCY:

Bureau of Land Management

STAKEHOLDERS:

Bureau of Reclamation
 Horsetown Clear Creek Preserve
 Sunrise Excavating
 California Department of Fish and Game
 McConnell Foundation
 Shasta County
 Private landowners
 Western Shasta Resource Conservation District



Lower Clear Creek Region

SEGMENT: LCC-5

ROUTE DESCRIPTION:

Continues on the bluff above Clear Creek from Clear Creek Road to Placer Road via the “Cloverdale” property.

OPPORTUNITIES AND CONSTRAINTS:

This property is owned by the BLM and is open for public use. A fire road and trail system exist already, the BLM is in the process of developing a staging area. The June 2000 National Trails Day event involved volunteers clearing the site for the staging area and touring the property. The trail would be routed on the bluff above Clear Creek Canyon. This provides good vistas to the east, including views of Mt. Lassen and the California Cascade Range. The property has many remnants of the gold mining history that could be interpreted.

This section of Clear Creek is a Wild and Scenic River potential study segment. It has been found eligible for scenic river status, but has not yet been determined to be suitable for this designation.

LEAD AGENCY:

Bureau of Land Management

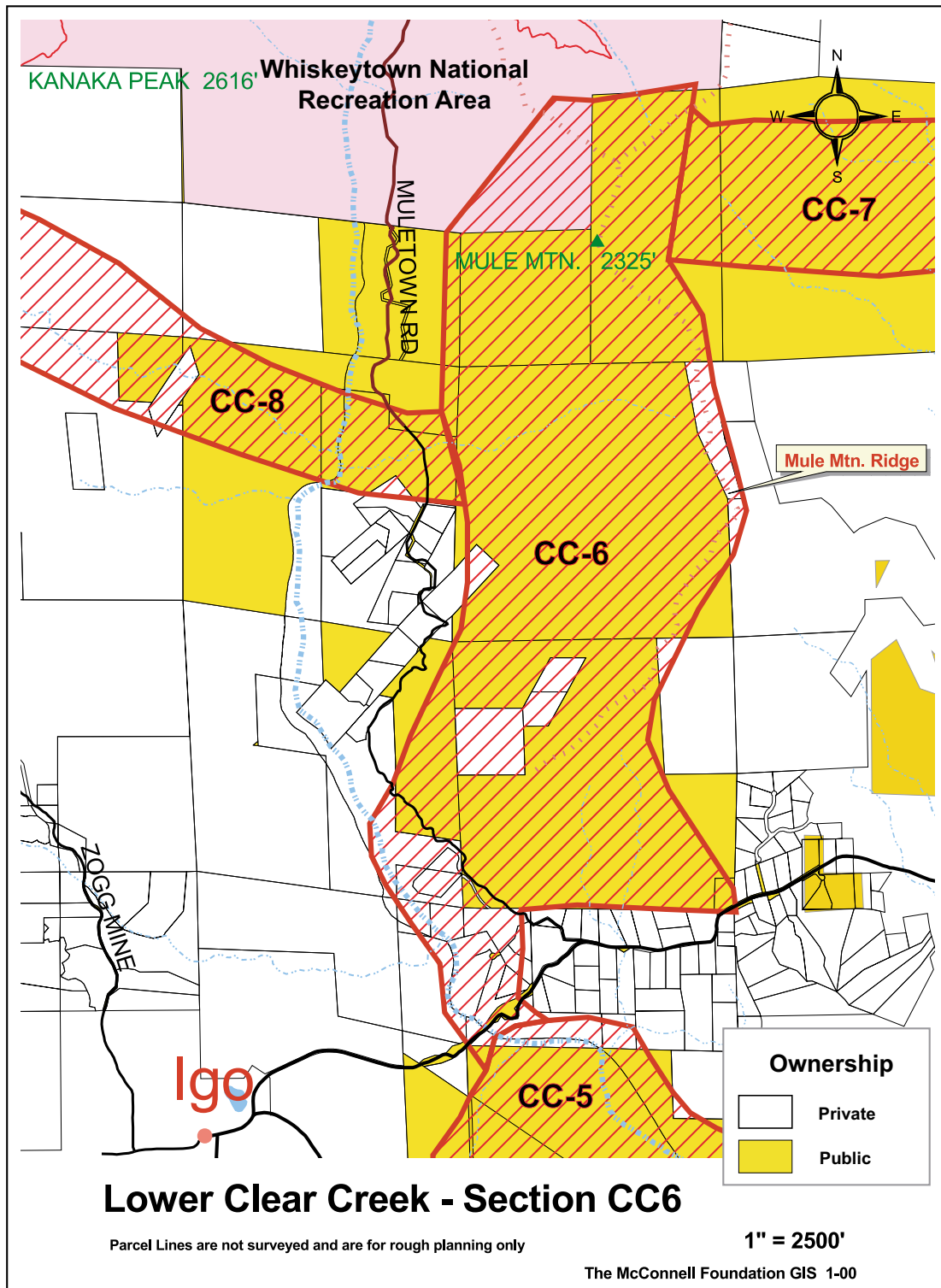
STAKEHOLDERS:

Horsetown Clear Creek Preserve
Shasta County
Igo and Centerville communities
California Fish and Game
Department
Western Shasta Resource
Conservation District



BLM's Cloverdale Property

Credit: National Park Service



Lower Clear Creek Region

SEGMENT: LCC-6

ROUTE DESCRIPTION:

This segment connects from Placer Road to the Whiskeytown National Recreation Area by way of Muletown Road and Mule Mountain Ridge.

OPPORTUNITIES AND CONSTRAINTS:

The steep topography of the Clear Creek Canyon above Placer Road precludes a trail following the creek. In addition to the Cloverdale property, another the BLM owns another parcel in close proximity, which could be used for the trail, but connecting between them would require the agreement of private landowners or following the road for a brief way. If the Placer Road is used to reach the next trail segment on public land, trail users would need to cross a heavily used bridge and narrow, windy road which is a safety concern. Much of the land north of Muletown Road is in public ownership. Although BLM may trade out a portion of the property on Placer Road for development, an alignment for the trail could be retained. Already existing fuel breaks following Mule Mountain Ridge and the remnant Clear Creek Water Ditch could be converted to trail use, reducing the cost of construction. This trail segment would provide a connection into Whiskeytown National Recreation Area from the east and provides better access to Kanaka Peak and other destinations within the Park.

This section of Clear Creek is a Wild and Scenic River potential study segment. It has been found eligible for scenic river status, but has not yet been determined to be suitable for this designation.

LEAD AGENCY:

Bureau of Land Management

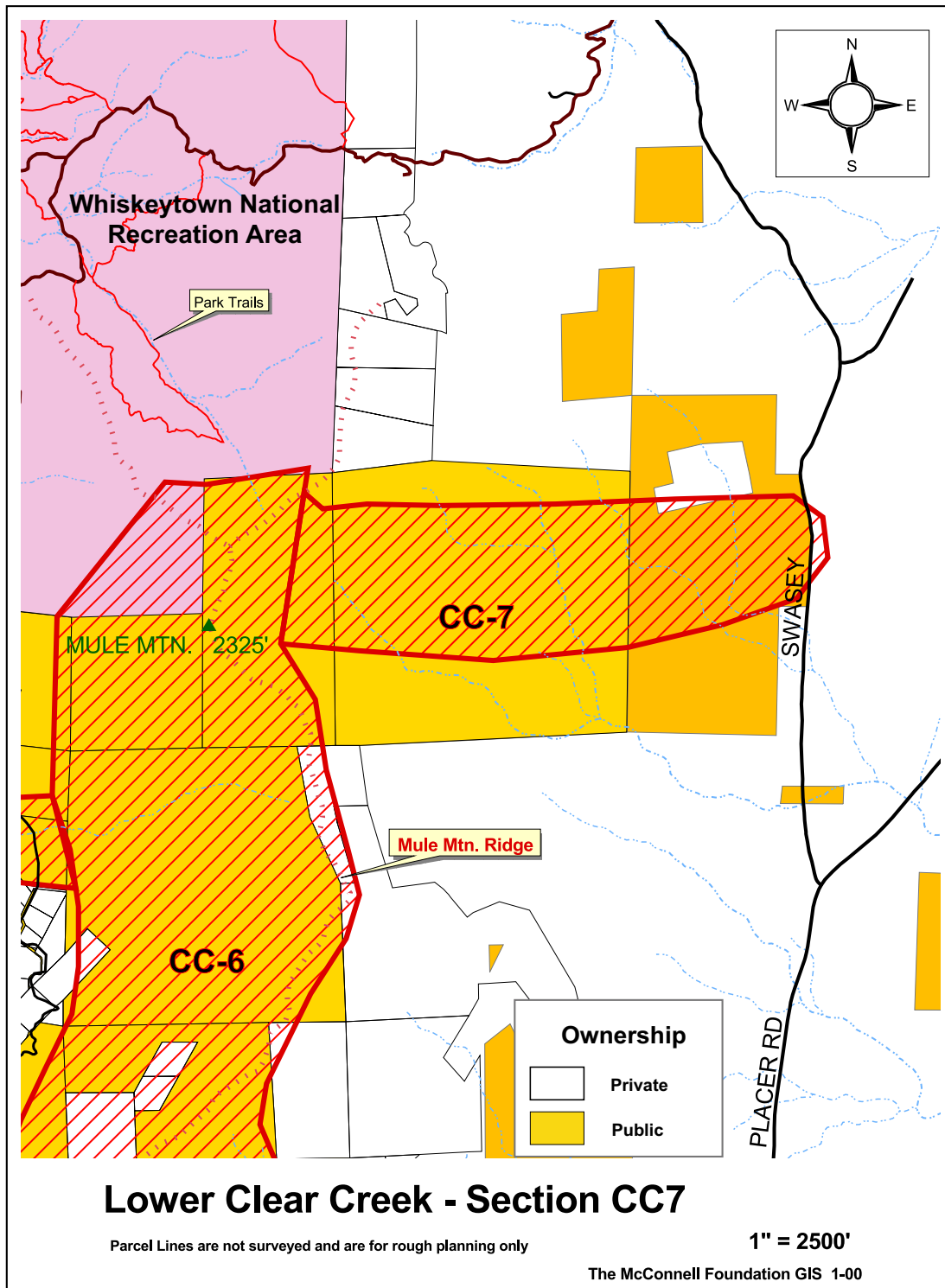
STAKEHOLDERS:

Whiskeytown National Recreation Area
Private landowners
Shasta County
Igo and Centerville communities



Clear Creek Canyon

Credit: National Park Service



Lower Clear Creek Region

SEGMENT: LCC-7

ROUTE DESCRIPTION:

Connects to Mule Mountain Ridge from Swasey Drive, providing a link to the Westside Trail (see Segment R-1).

OPPORTUNITIES AND CONSTRAINTS:

This parcel is owned by the Bureau of Land Management and has been open for recreational uses. Currently there is a parking area, sign and kiosk, but no other facilities, including a developed trail system. The eventual trail alignment should be carefully considered to avoid the traditional shooting range area. Remnants of the Clear Creek water ditch exist which could provide much of the route, although the ditch crosses onto private property near Potosi Mine, it could be routed around the private property, staying on the BLM property.

LEAD AGENCY:

Bureau of Land Management

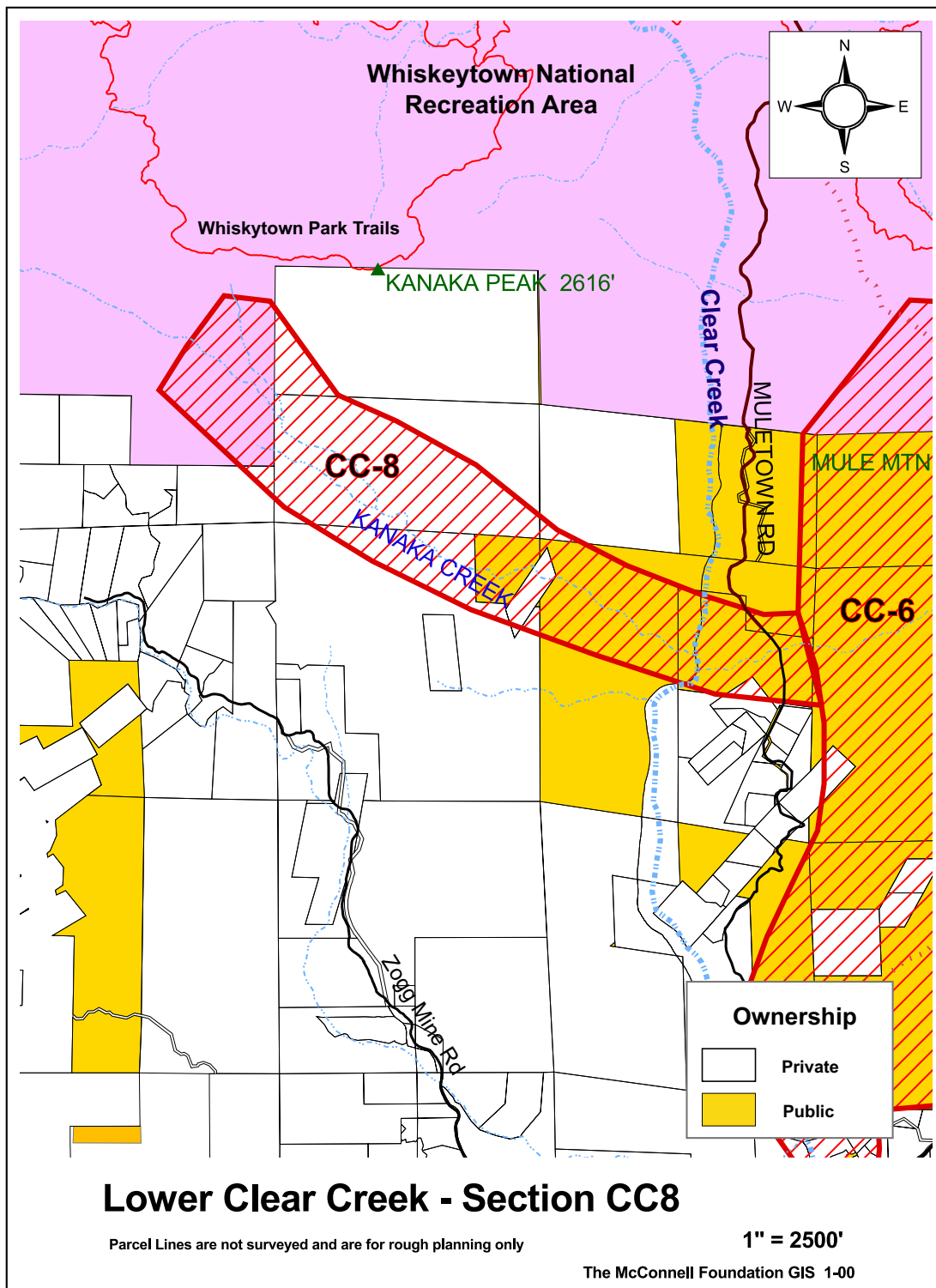
STAKEHOLDERS:

City of Redding
Trails and Bikeways
Council of Greater
Redding
Users of the Shooting
Range
Nearby private property
owners



Credit: Brian Sindt

Example of a Remnant Water Ditch Used as a Trail



Lower Clear Creek Region

SEGMENT: LCC-8

ROUTE DESCRIPTION:

This segment provides an alternative access into Whiskeytown National Recreation Area, connecting from Muletown Road and the old water ditch route into the park via Kanaka Creek.

OPPORTUNITIES AND CONSTRAINTS:

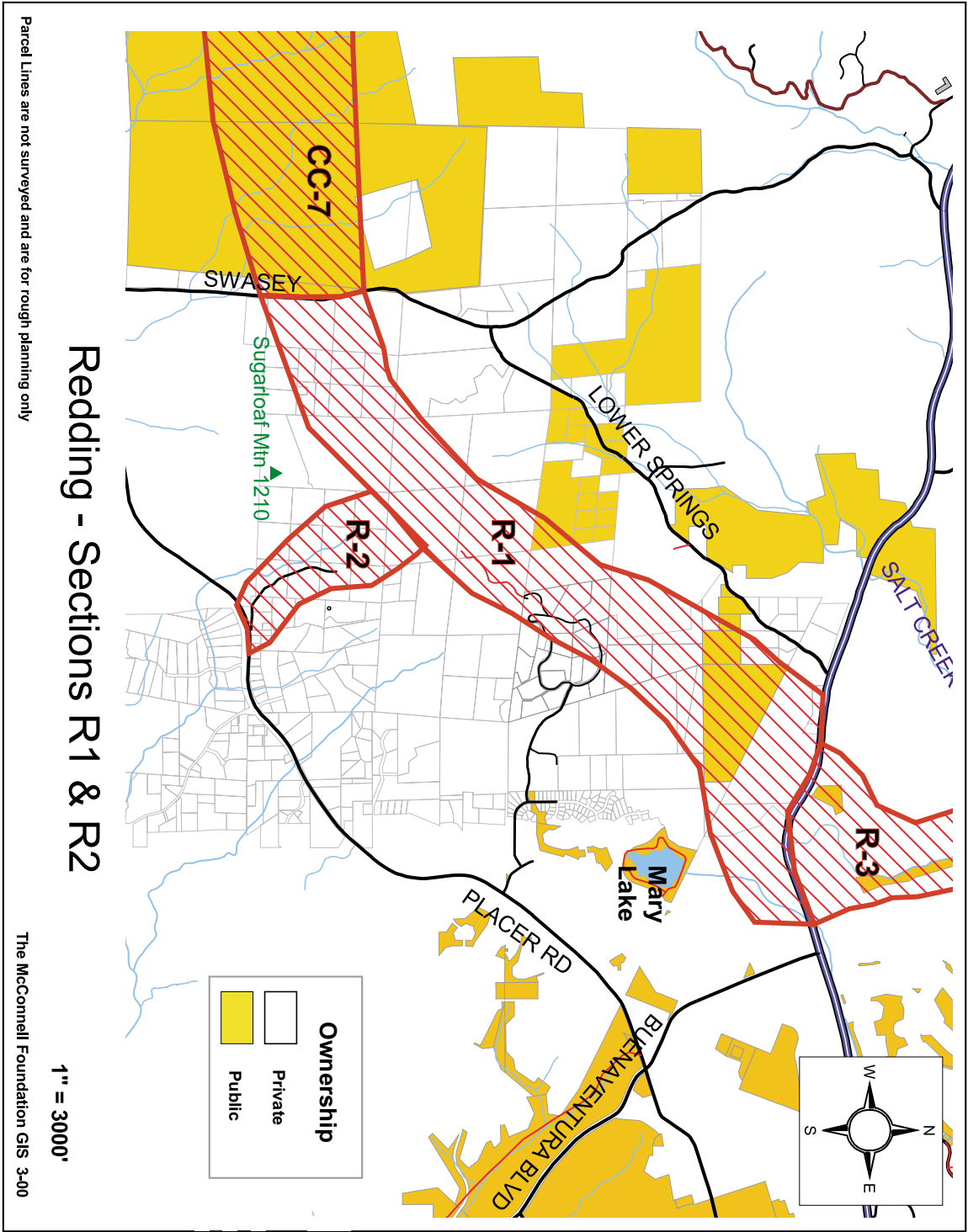
This route would provide alternative access to Kanaka Peak and Whiskeytown NRA. The trail could follow existing roads which cross onto private lands. BLM owns some land in the area, but the trail route would have to be worked out with private property owners. Any route would require crossing of Clear Creek. One additional benefit to creating such a crossing would be to help future fire fighting and rescue activities by public land agencies, as this area is currently inaccessible to vehicles. The terrain here is very steep and rugged. This area is also currently outside the area in which the BLM can acquire or trade lands.

LEAD AGENCY:

Bureau of Land Management

STAKEHOLDERS:

Whiskeytown National Recreation Area
Private landowners



Redding Region

SEGMENT: R-1 and R-2

ROUTE DESCRIPTION:

This segment, known as the “Westside Trail”, is proposed to connect from Eureka Way/Highway 299 to Swasey Drive. A second segment connects from the ridge top down to Placer Road. This segment connects to LCC-7 in the Lower Clear Creek Region.

OPPORTUNITIES AND CONSTRAINTS:

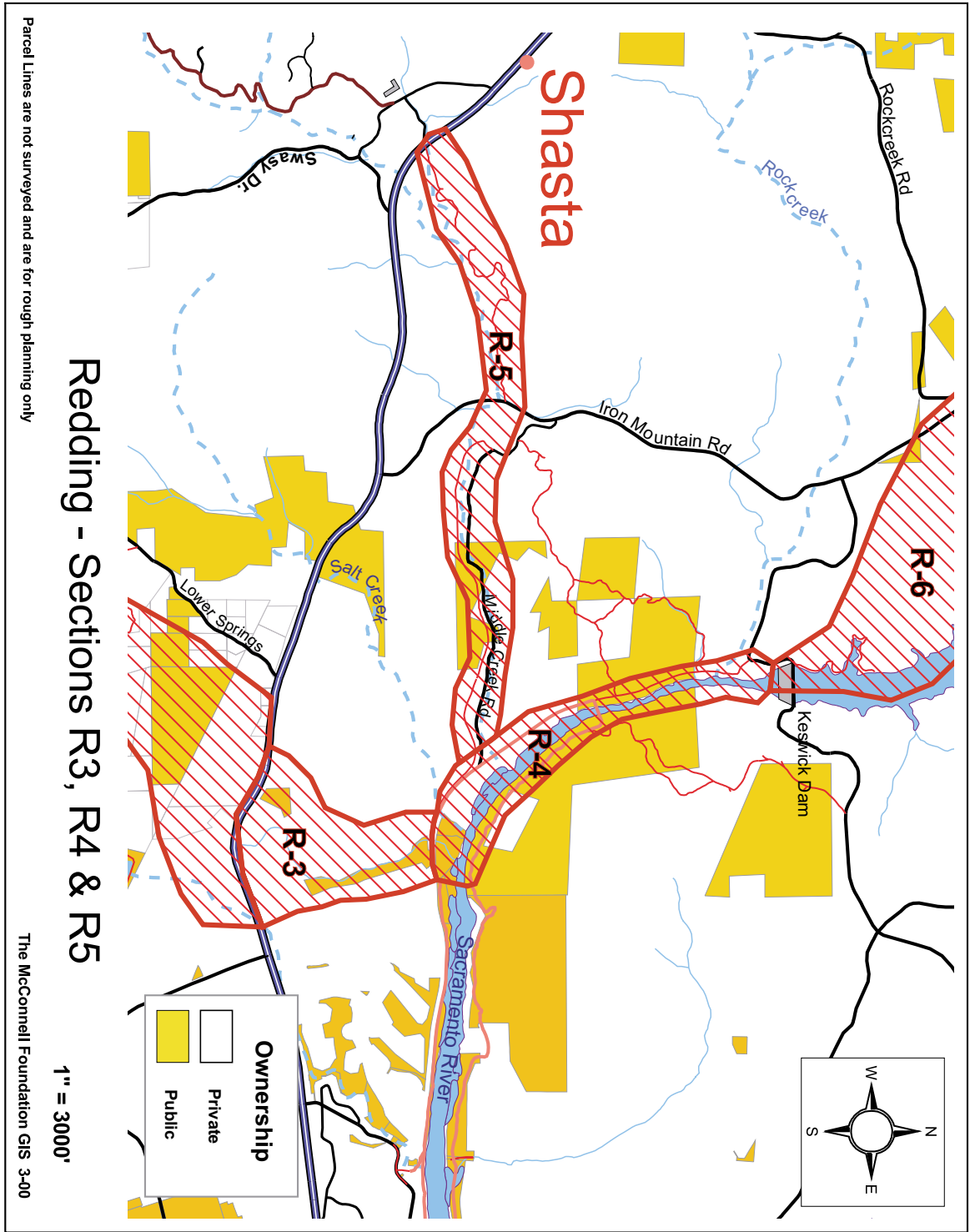
Sections of the Westside Trail are already in place through a partnership between the Trails and Bikeways Council of Greater Redding, Bureau of Land Management, and the City of Redding. The plan for the Westside Trail includes a ridge top trail with access routes to nearby major roads, including Lower Springs and Placer Roads. In addition, a trail route following a historic water ditch is proposed. Public access is already provided into the area off Placer Road to the east on paved roads installed by the previous private property owner before turning the property over to the McConnell Foundation. The City has two miles of trail under construction on the westside of the ridgetop. This segment will connect Lower Springs Road to the top of the ridge. Connections to Eureka Way and to Swasey still need to be identified and negotiated with private landowners. To connect to the other Redding Region segments, a crossing for the trail over Highway 299 would need to be identified, in coordinated with CalTrans. This trail segment could also eventually provide a connection to the Mary Lake trail developed by the City of Redding.

LEAD AGENCY:

City of Redding

STAKEHOLDERS:

Trails and Bikeways Council of Greater Redding
 McConnell Foundation
 City of Redding
 Shasta County
 Bureau of Land Management
 Private Landowners
 CalTrans



Redding Region

SEGMENT: R-3, R-4, R-5

ROUTE DESCRIPTION:

These three segments provide links to the existing Sacramento River Trail system developed by the City of Redding. R-3 connects from the Westside Trail to the River, R-5 connects along Middle Creek to the River, R-4 extends the River Trail to Keswick Dam.

OPPORTUNITIES AND CONSTRAINTS:

The City of Redding already owns a trail easement already within this corridor between Highway 299 and the River Trail and is looking to extend the Blue Gravel Trail to provide a connection to the Sacramento River Trail from Highway 299. This requires additional negotiating with private land-owners to obtain such easements. Along the River, an extensive and heavily used trail system already exists with interpretative signs, restrooms and parking facilities. A portion of the trail already extends to Keswick Dam. Following Middle Creek there are several options for alignments, including an historic water ditch, railroad grade, and stagecoach route that could be converted to trail use. The 273-acre former dumpsite, owned by the BLM, will be soon transferred to the Shasta Service Guild, a non-profit organization representing the Old Shasta community. The Service Guild may then develop the property as a park/preserve and could develop the trail system. The access road to the old dumpsite off Highway 299 could serve as a future trailhead for the system. This property also provides an interpretative opportunity of the site of an old stage coach robbery.

LEAD AGENCY:

City of Redding

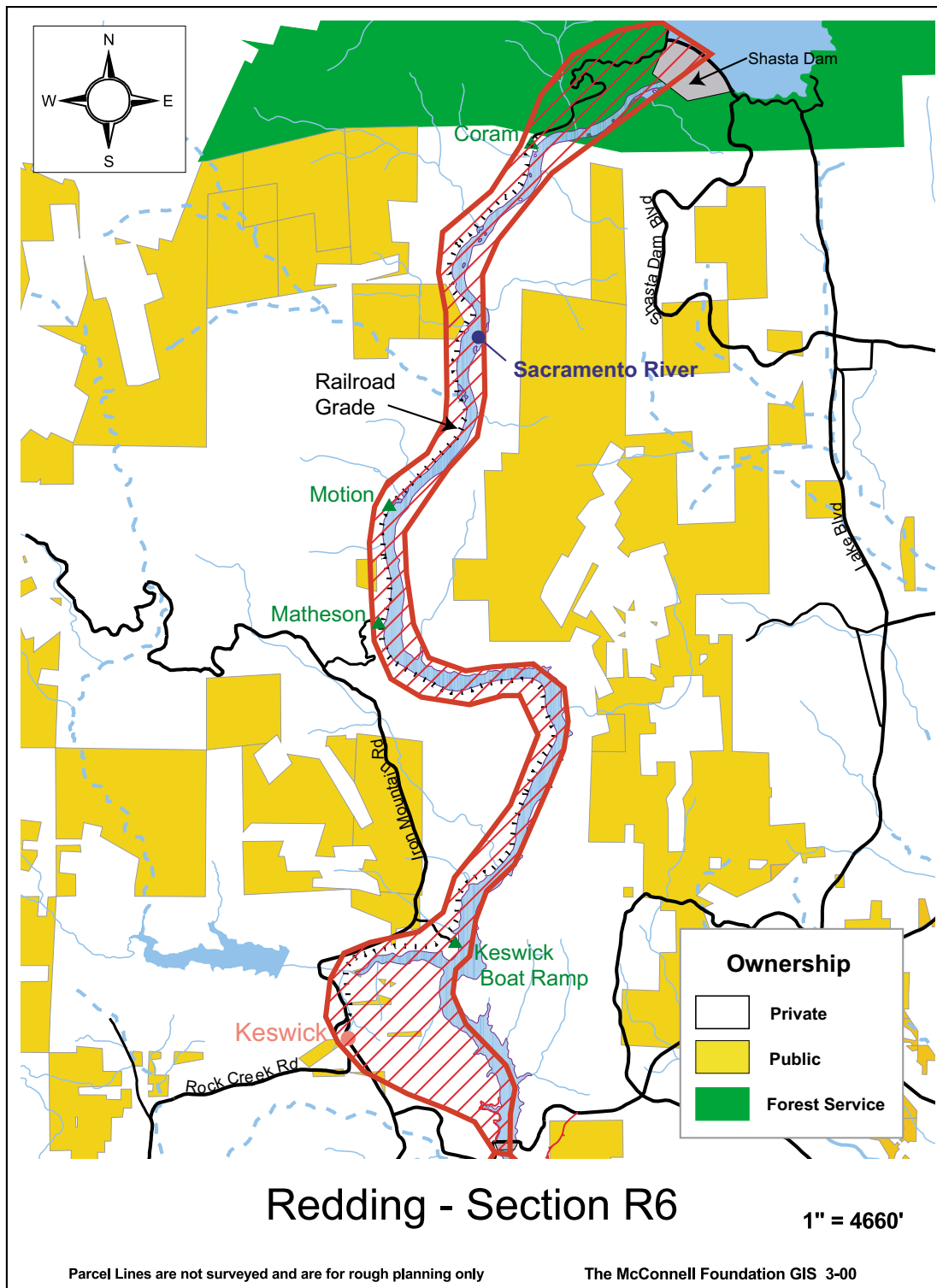
STAKEHOLDERS:

Trails and Bikeways Council
of Greater Redding
Shasta County
Bureau of Land Management
Private Landowners
Sunset West neighbors
Bureau of Reclamation
Shasta Service Guild
Old Shasta Community
Adjacent landowners



Credit: City of Redding

Simulation of Eventual Trail Bridge Crossing the Sacramento River



Redding Region

SEGMENT: R-6

ROUTE DESCRIPTION:

Extends the Sacramento River Trail to Shasta Dam following the old railroad grade.

OPPORTUNITIES AND CONSTRAINTS:

The BLM has opened a trail on the former railbed from the Keswick boat ramp to Shasta Dam, about an 8-mile linkage. The McConnell Foundation, Shasta County, and the BLM provided funding for the trail development. Trailheads and parking are provided at either end. BLM is in the process of planning a route from the River Trail to the Keswick boat ramp, working closely with the BOR and the City of Redding. BLM/USFS manages the area as the Sacramento River Greenway under the 1997 Interlakes Special Recreation Management Plan. The Shasta Dam area is also used as a trailhead for the Shasta-Chappie Off-Highway Vehicle Recreation Area.

LEAD AGENCY:

Bureau of Land Management

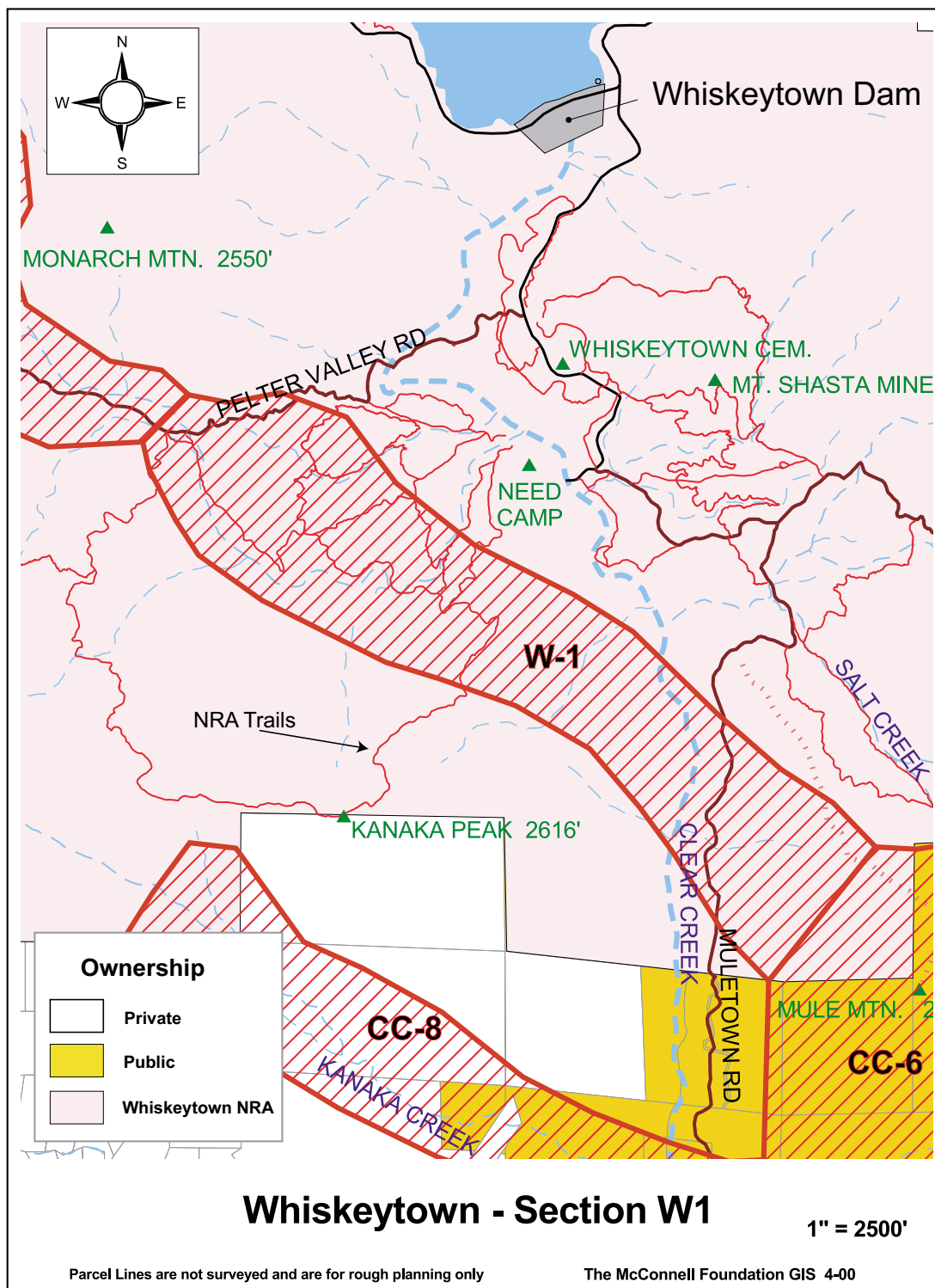
STAKEHOLDERS:

City of Redding
Bureau of Reclamation
McConnell Foundation
Shasta County
Keswick community
Shasta-Chappie Off-Highway Vehicle Area users
Private landowners



Credit: National Park Service

Tunnel on the Sacramento River Trail Extension



Whiskeytown Region

SEGMENT: W-1

ROUTE DESCRIPTION:

This segment connects Mule Mountain and Muletown Road (see LCC-8) to area of the NEED Camp and Peltier Valley Road within Whiskeytown National Recreation Area.

OPPORTUNITIES AND CONSTRAINTS:

There are several alignment options available within this segment. From Mule Mountain Ridge, it is possible to provide a trail closer to Clear Creek from Mule Mountain. Once in the Park, there are several existing trails that could be followed, an exact route would need to be selected and signed. The trail would have to cross Clear Creek, unless trail routed down closer to NEED Camp, where it could use the existing road to cross the creek. Putting trail users through the NEED Camp might disturb the camp's environmental education activities, so the alignment would have to be carefully selected.

LEAD AGENCY:

Whiskeytown National Recreation Area

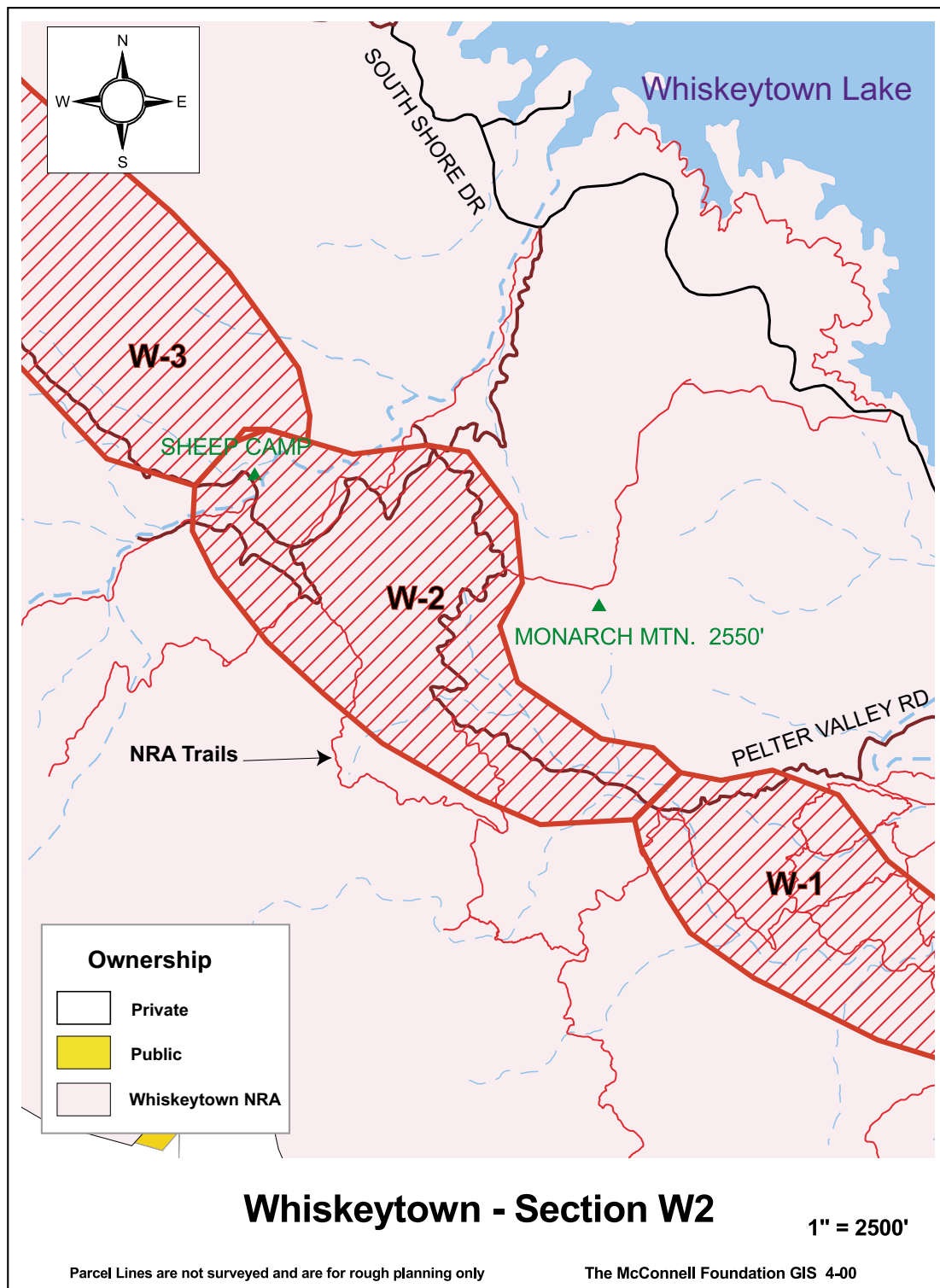
STAKEHOLDERS:

NEED Camp



Credit: Whiskeytown National Recreation Area

Trails in Whiskeytown National Recreation Area



Whiskeytown Region

SEGMENT: W-2

ROUTE DESCRIPTION:

Connects Peltier Valley Road with Sheep Camp within Whiskeytown National Recreation Area.

OPPORTUNITIES AND CONSTRAINTS:

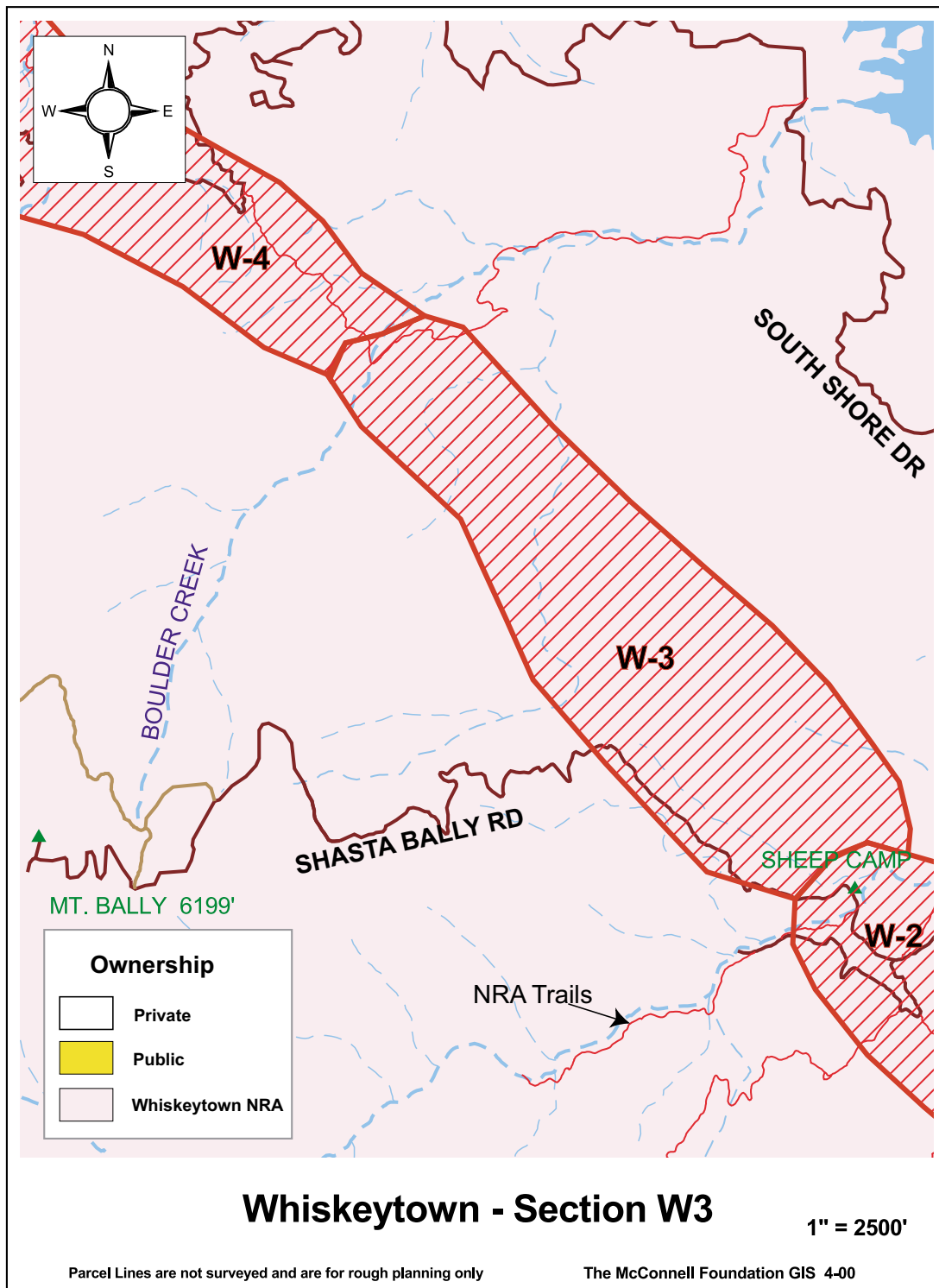
The trail could follow existing trails and roads to reach Sheep Camp. The road is open to vehicles, but get little traffic currently. An alternative route not on the road might be preferable to trail users, however. Sheep Camp provides a staging area suitable for equestrian users and overnight camping facilities.

LEAD AGENCY:

Whiskeytown National Recreation Area

STAKEHOLDERS:

Users of the Sheep Camp Equestrian staging area



Whiskeytown Region

SEGMENT: W-3

ROUTE DESCRIPTION:

Connects Sheep Camp with Boulder Creek

OPPORTUNITIES AND CONSTRAINTS:

This part of the Recreation Area was relatively undisturbed by logging as compared to other parts. Thus this segment of the trail would require completely new trail construction. Some old logging roads and skid tracks may be present that could be incorporated into a trail system, but these may not provide the route needed to circumnavigate the lake. Because bald eagles nest in this area, there is a potential impact on sensitive wildlife species to consider. Boulder Creek Falls is a destination point for many users, thus this connection might be attractive for users. This section of the trail should also provide good views of the lake.

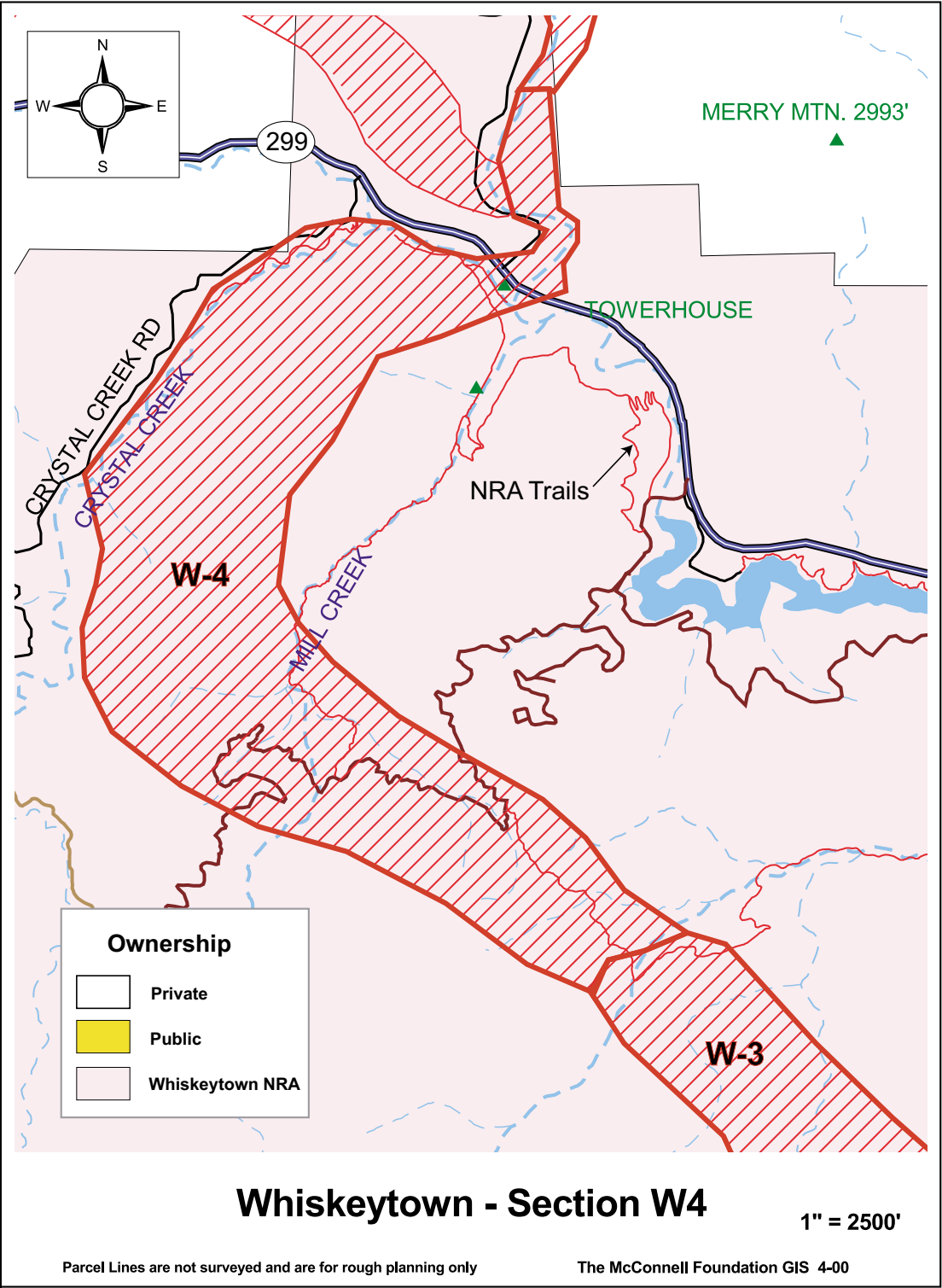
LEAD AGENCY:

Whiskeytown National Recreation Area



Credit: Whiskeytown National Recreation Area

Shasta Bally Overlooking Whiskeytown Lake



Whiskeytown Region

SEGMENT: W-4

ROUTE DESCRIPTION:

Connects the Boulder Creek Falls area with the Towerhouse District, Crystal Creek Road, and Highway 299. The proposed segment then continues on to a proposed staging area on Clear Creek on the Trinity Mountain Road.

OPPORTUNITIES AND CONSTRAINTS:

This trail travels through some heavily used areas of the Park and some of its most historic areas. Existing trails along Boulder Creek and the Water Ditch trail could be incorporated into the segment. There is a short gap between the Water Ditch Trail and the Crystal Creek Trail. Once completed, it could provide a loop opportunity for park visitors in addition to providing a route for the backbone Shasta-Trinity Trail. The Towerhouse District provides an excellent interpretative opportunity. The Park already has interpretative signs in the area. The parking area off Highway 299 for the Towerhouse District already provides a staging area for the trail. A planned new staging area on Trinity Mountain Road would provide better access to equestrians. The connection to this new staging area would have to cross under Highway 299. The bridge from Trinity Mountain Road across Clear Creek to the proposed staging area is in need of repair and possible replacement/alternate access. The Upper Clear Creek Watershed is currently undergoing a Coordinated Resources Management Planning process.

LEAD AGENCY:

Whiskeytown National Recreation Area

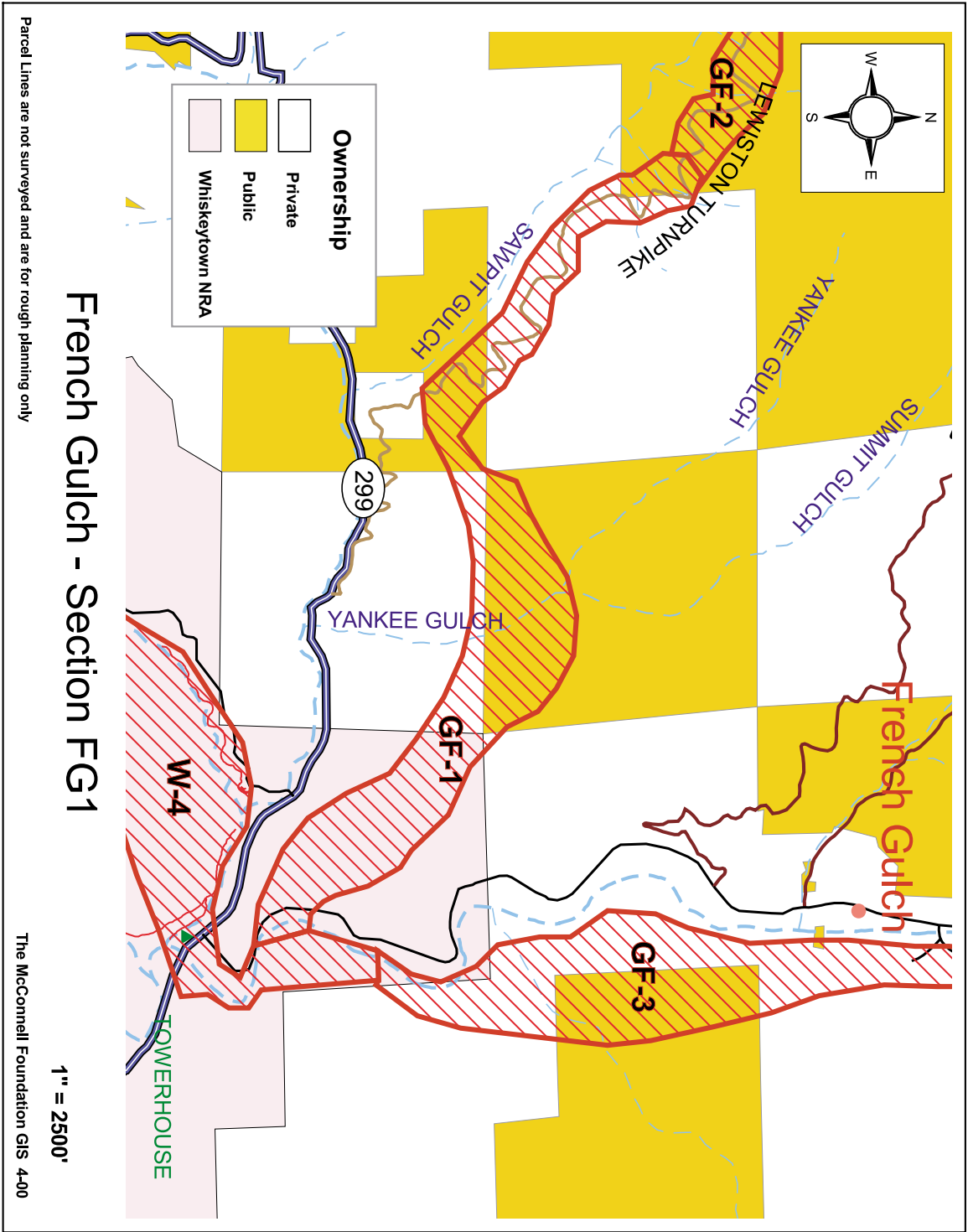
STAKEHOLDERS:

French Gulch Community
CalTrans
Western Shasta Resource Conservation District



Upper Clear Creek at Whiskeytown

Credit: Whiskeytown National Recreation Area



French Gulch Region

SEGMENT: FG-1

ROUTE DESCRIPTION:

Connects the proposed Merry Mountain staging area on Trinity Mountain Road to the Lewiston Turnpike.

OPPORTUNITIES AND CONSTRAINTS:

Lewiston Turnpike, the historic stage coach route, provides a possible connection to Trinity County. It is a county road owned by Shasta County, though not maintained for vehicular traffic. The Turnpike provides a good trail opportunity with views back to the East, with shade and moderate inclines. There is no staging area available off Highway 299 and private owners located alongside the entrance to this road. If a staging area could eventually be established on Highway 299, then users could start here, rather than traversing the ridge from the Merry Mountain staging area as shown here. This alternative would be better as the area between Trinity Mountain Road and the Lewiston Turnpike is very steep and would require new trail construction. The route would also need to be negotiated with nearby private property owners. There is no water available on the road, might require installation of guzzlers for use by horses to complete this segment. The bridge from Trinity Mountain Road across Clear Creek to the proposed staging area within Whiskeytown NRA is in need of repair and possible replacement or an alternate access needs to be identified.

LEAD AGENCY:

To be determined.

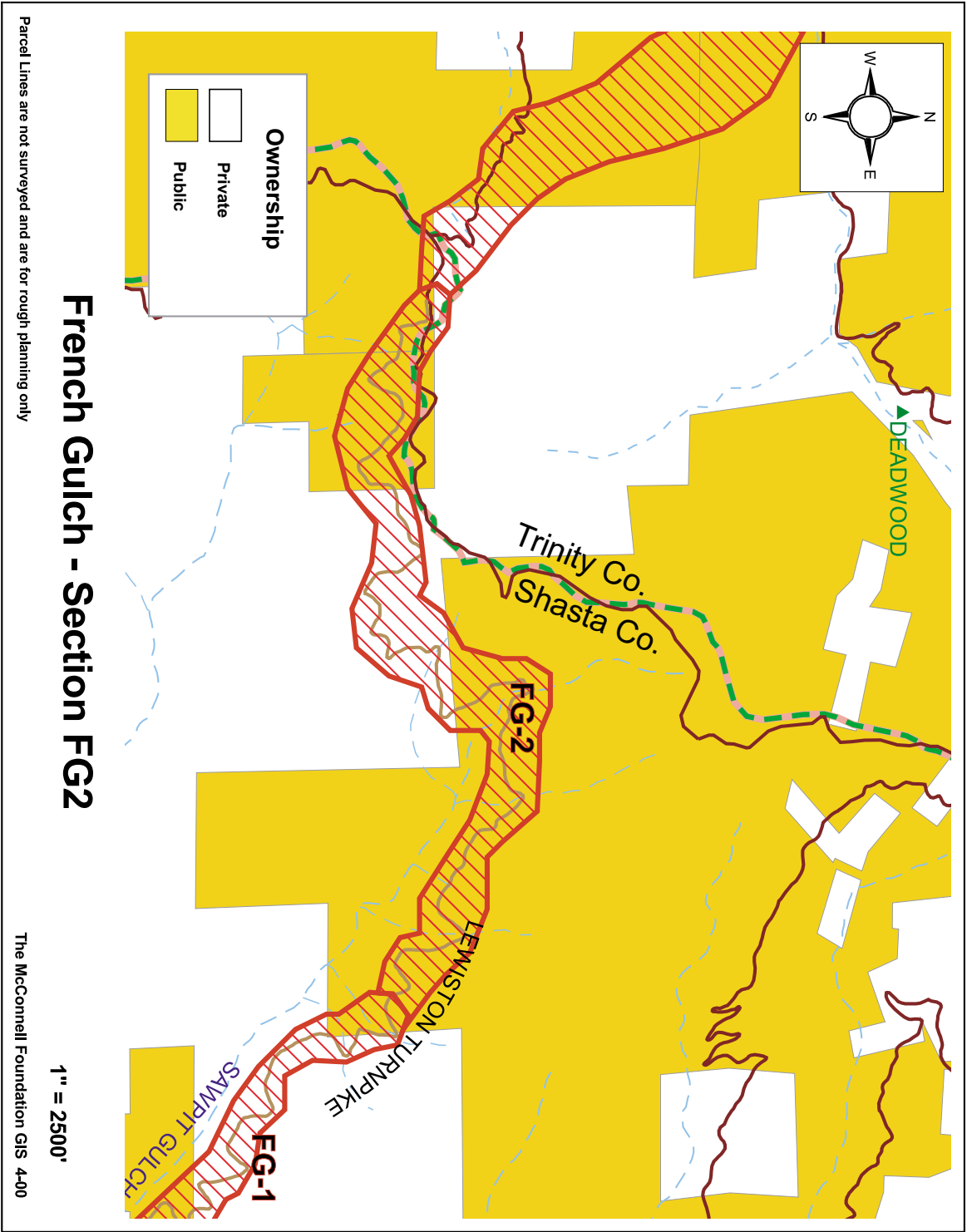
STAKEHOLDERS:

Whiskeytown National Recreation Area
Bureau of Land Management
French Gulch Community
Private landowners
Shasta County
CalTrans



The Camden House in the Tower House Historic District

Credit: Whiskeytown National Recreation Area



French Gulch Region

SEGMENT: FG-2

ROUTE DESCRIPTION:

Continues on the Lewiston Turnpike to County Line Road and into Trinity County.

OPPORTUNITIES AND CONSTRAINTS:

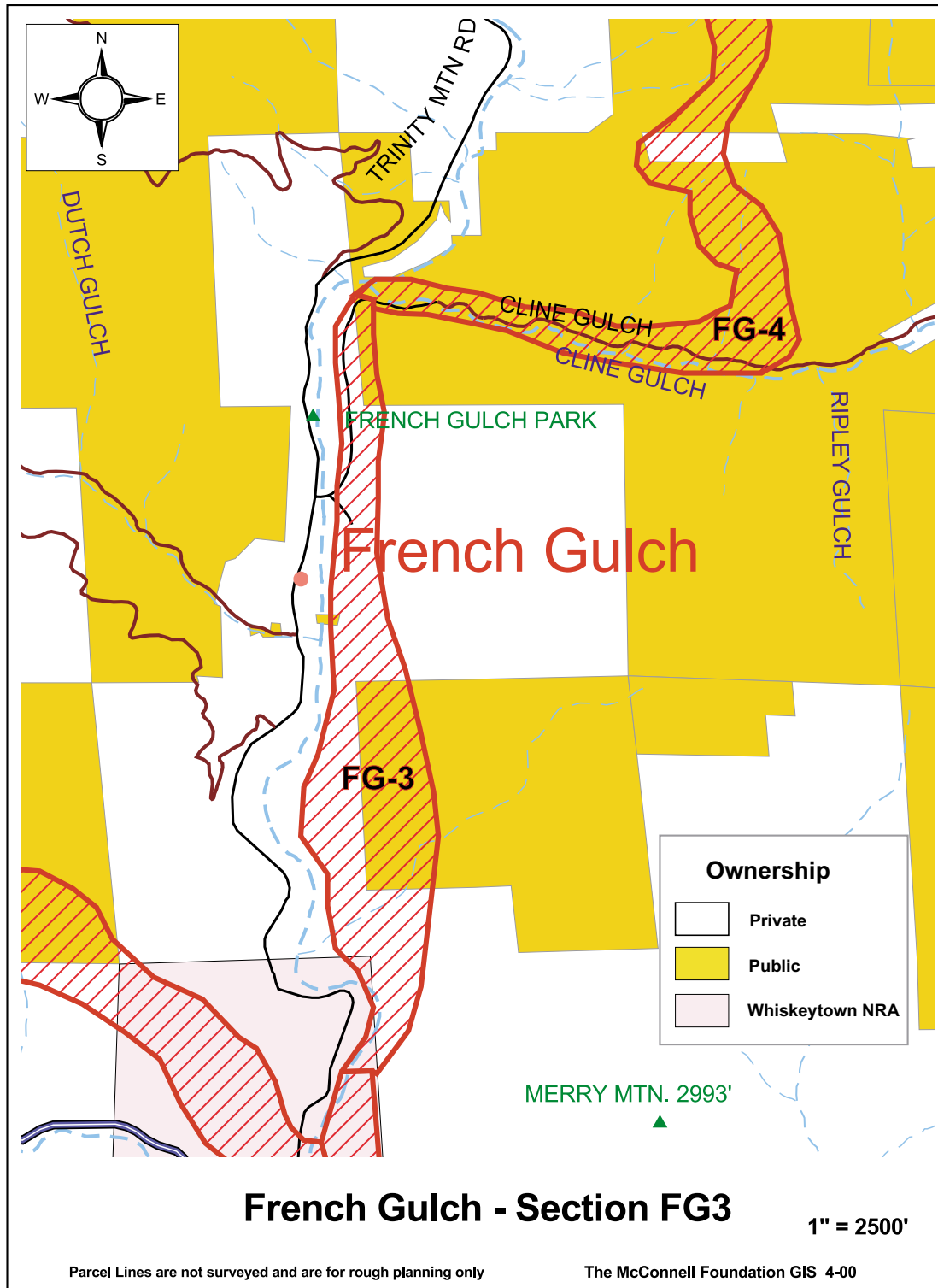
Lewiston Turnpike, the historic stage coach route, provides a possible connection to Trinity County. It is a county road owned by Shasta County, though not maintained for vehicular traffic. The Turnpike provides a good trail opportunity with views back to the East, with shade and moderate inclines. There is no water available on the road, might require installation of guzzlers for use by horses to complete this segment.

LEAD AGENCY:

To be determined.

STAKEHOLDERS:

Bureau of Land Management
French Gulch and Lewiston communities
Private landowners
Shasta County



French Gulch Region

SEGMENT: FG-3

ROUTE DESCRIPTION:

Connects the proposed Merry Mountain staging area to the town of French Gulch on the east side of Clear Creek.

OPPORTUNITIES AND CONSTRAINTS:

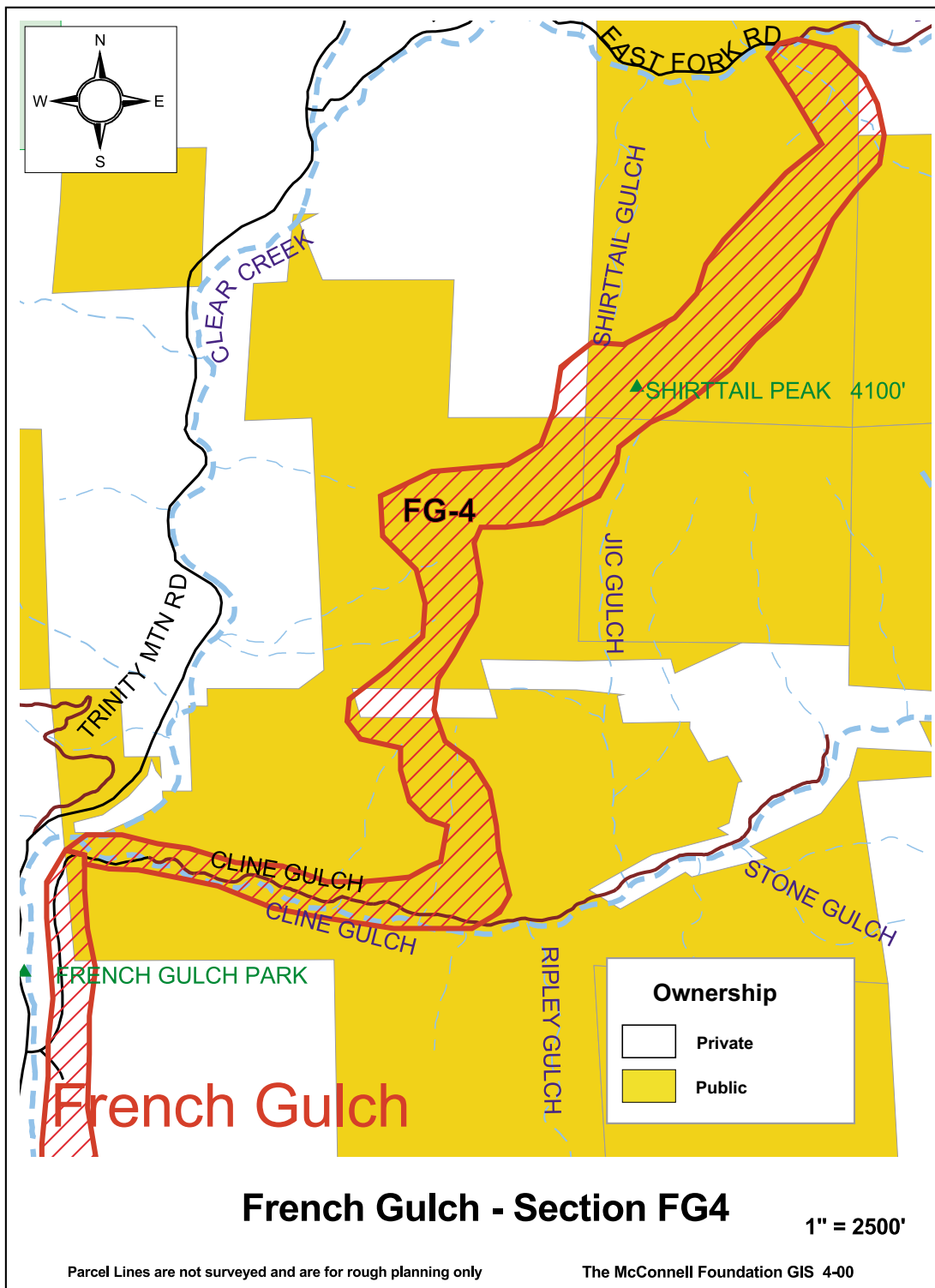
Trail route could follow some existing firebreaks and old roads on the east side of Clear Creek, with a minimum of new trail construction. Much of the land is in private ownership and would need to be negotiated with those owners. This route falls within the proposed Clear Creek Greenway area, proposed by the 1997 Interlakes Special Recreation Management Plan as a non-motorized area. The historic community of French Gulch provides an interpretative opportunity and destination. The community can also provide overnight accommodations and provisions to trail users. The Upper Clear Creek Watershed is currently undergoing a Coordinated Resources Management Planning process.

LEAD AGENCY:

French Gulch Community.

STAKEHOLDERS:

Bureau of Land Management
Private landowners
Western Shasta Resource Conservation District



French Gulch Region

SEGMENT: FG-4

ROUTE DESCRIPTION:

Connects the community of French Gulch to Shirttail Peak via Cline Gulch Road.

OPPORTUNITIES AND CONSTRAINTS:

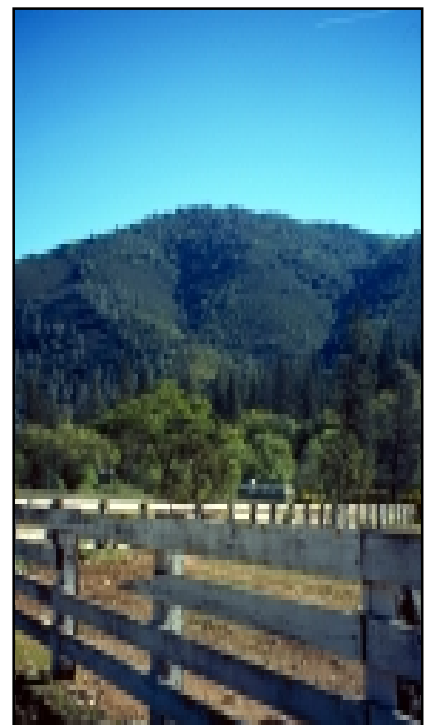
Cline Gulch Road is a narrow, dirt road open to vehicular traffic. Though it is not heavily traveled, it may not be trail users' preference to travel on this road. A trailhead could be created along Cline Gulch Road if trail users wished to drive to the start of this segment. Once the route leaves Cline Gulch Road, it can follow an old Jeep trail up to the old American Mine. There is water available, although may not be potable due to contaminated from mining activities. Shirttail Peak is a destination point for French Gulch community members as well as for motorized users of the Shasta-Chappie OHV Area and use of the area was not resolved under the 1997 Interlakes Area Management Plan. From Shirttail Peak, the route is proposed to drop down to East Fork Road. This northern side of the peak is very steep and some trail construction is needed to improve safety. East Fork Road is also open to vehicles and is more heavily used than Cline Gulch Road. A trailhead or parking area at the base of the trail would be necessary should trail users wish to set up a shuttle.

LEAD AGENCY:

French Gulch Community

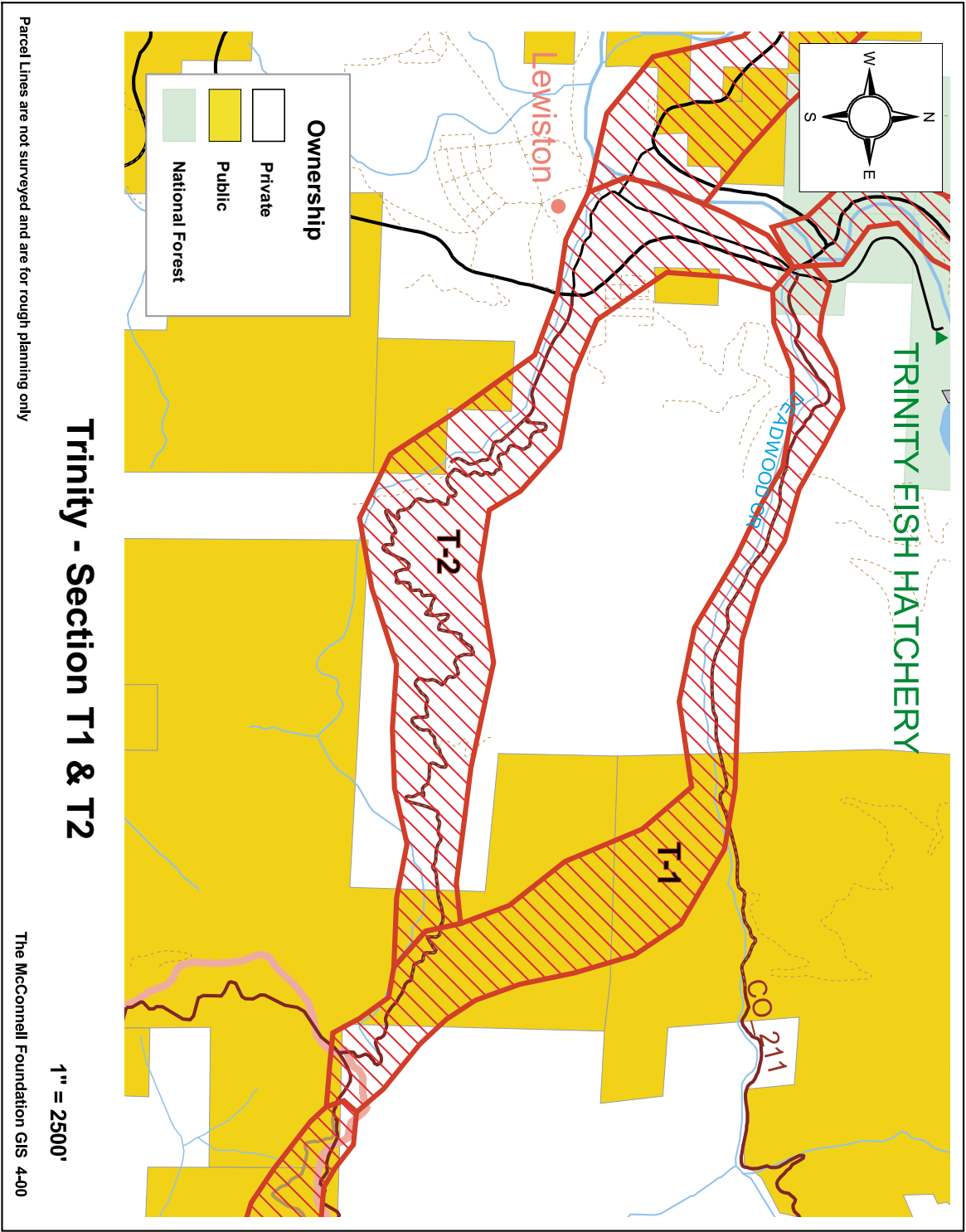
STAKEHOLDERS:

Bureau of Land Management
U.S. Forest Service
Sierra Pacific Industries
Residents along Cline Gulch and East Fork roads
Shasta-Chappie Off-Highway Vehicle Area users



Shirttail Peak from French Gulch

Credit: National Park Service



Trinity Region

SEGMENT: T-1 and T-2

ROUTE DESCRIPTION:

These two segments provide alternatives to connecting from the County Line Road (FG-2) to Lewiston either via Deadwood Gulch Road or continuing on the Lewiston Turnpike.

OPPORTUNITIES AND CONSTRAINTS:

The route continues along a portion of the Lewiston Turnpike after it has crossed into Trinity County. This portion of the turnpike open for vehicular traffic though is not heavily used. T-1 is proposed to leave the Turnpike and cross BLM land to reach Deadwood Gulch Road. Although some of this area burned in 1999, travelling through it may be preferable to staying on the Turnpike. Deadwood Gulch Road is also open to vehicular traffic, though it is not heavily used. Deadwood Mine is an interpretative opportunity in the area. At the western end, this segment connects to the USFS-managed Watchable Wildlife parking area at Lewiston Lake and to the center of Lewiston. Lewiston can provide overnight accommodations and provisions to trail users.

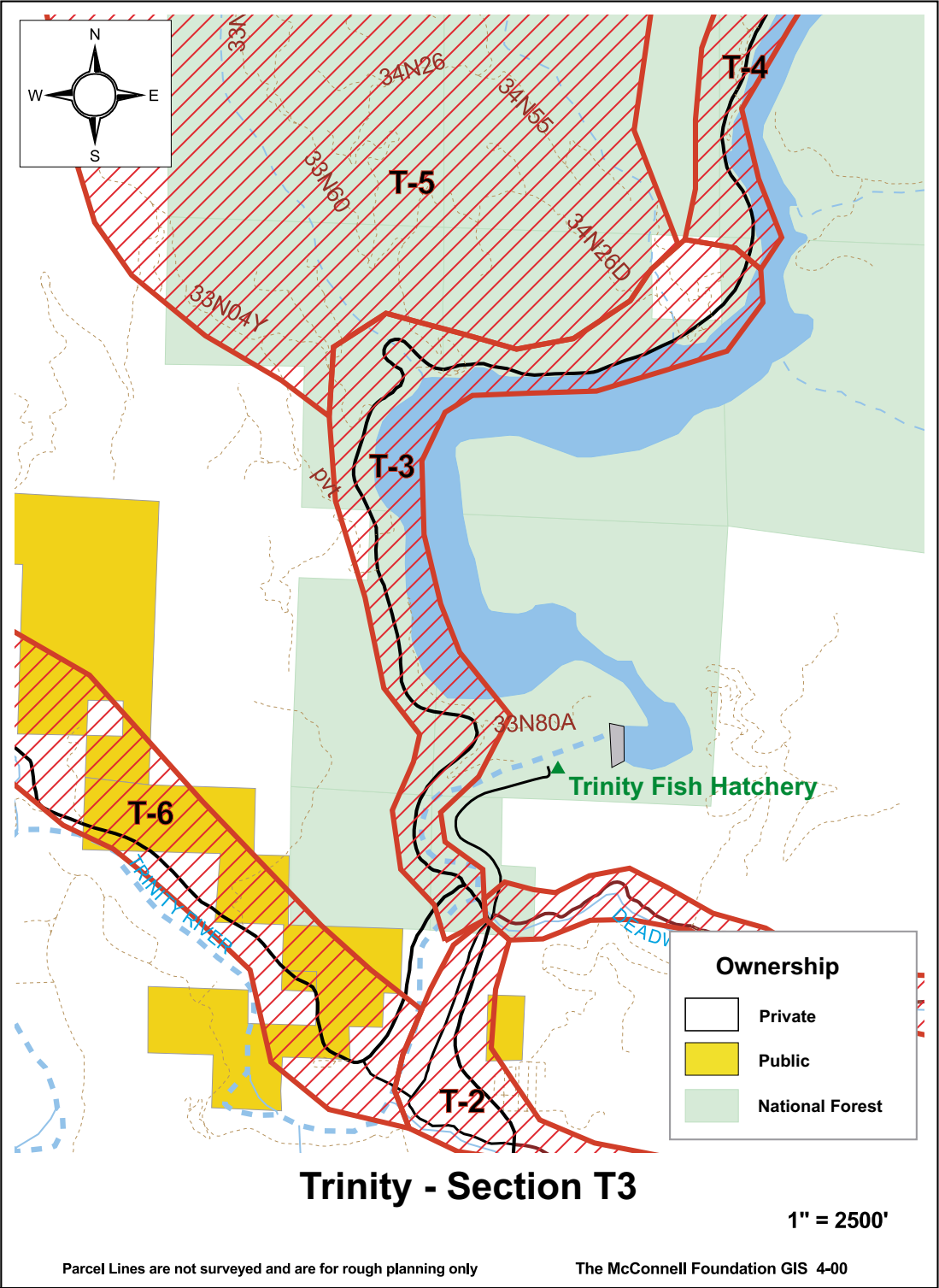
T-2 follows Lewiston Turnpike all the way into the town of Lewiston. This part of the Turnpike is open to vehicular traffic. There is private property at the west end of the Turnpike, access and use would need to be negotiated with adjacent landowners. This segment also drops users into Lewiston, but south of the main part of town. A route reaching the center of the town would need to be identified other than to follow the main road.

LEAD AGENCY:

To be determined

STAKEHOLDERS:

U.S. Forest Service
Bureau of Land Management
Lewiston Community
Trinity County
Sierra Pacific Industries
Fish Hatchery



Trinity Region

SEGMENT: T-3

ROUTE DESCRIPTION:

Connects Lewiston to Lewiston Lake.

OPPORTUNITIES AND CONSTRAINTS:

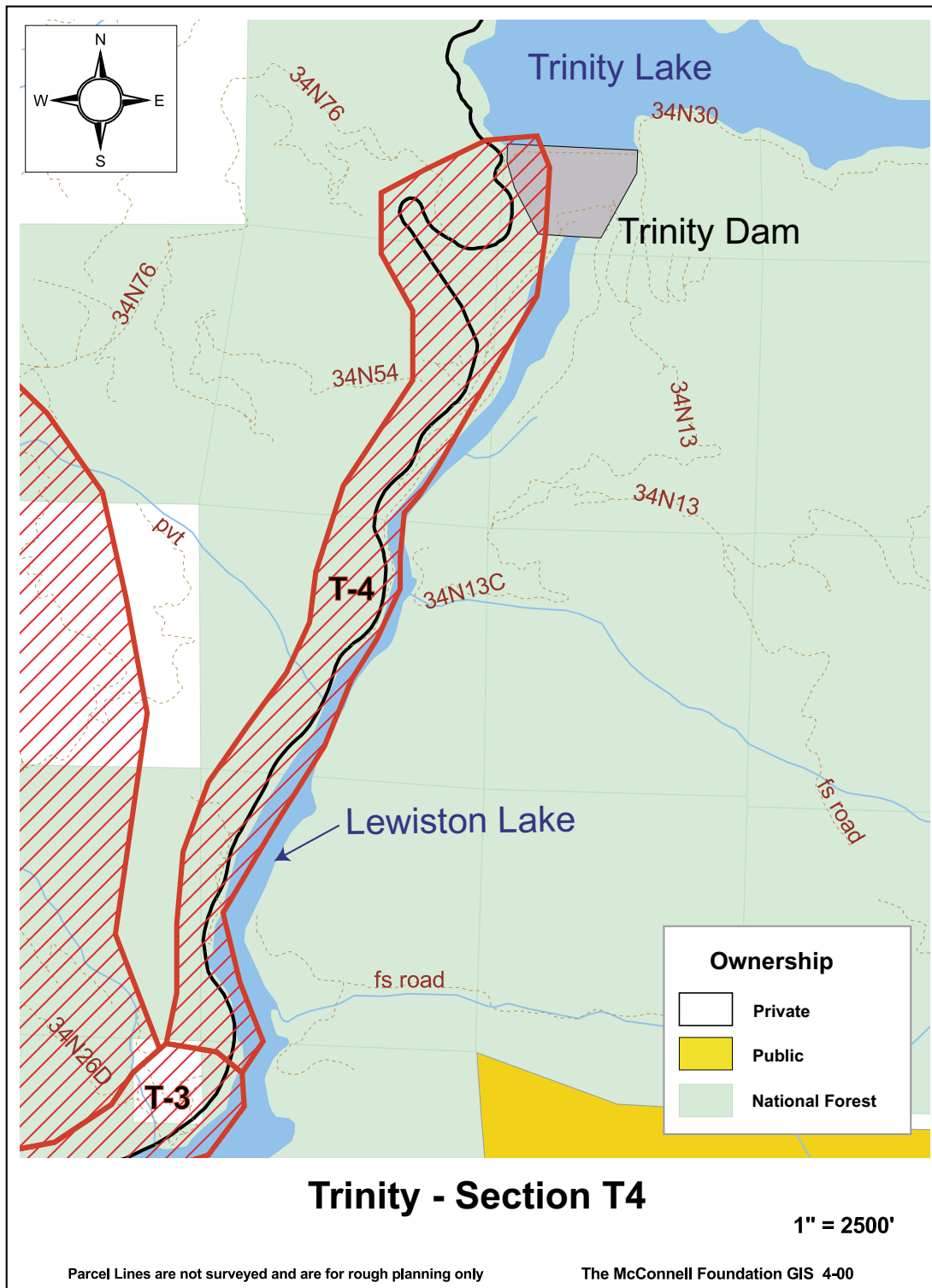
The Watchable Wildlife site at fish hatchery at the southern end of the segment could serve as a trailhead in addition to providing an interpretative opportunity. There are a variety of recreational facilities and resorts along Lewiston Lake. The U.S. Forest Service is planning an eventual trail on eastside of Lewiston Lake. Early plans for this trail would include an on-road bicycle lane with a hiking-only trail along the lake. A route for equestrians hasn't been provided.

LEAD AGENCY:

U.S. Forest Service

STAKEHOLDERS:

Bureau of Reclamation
Trinity County
Trinity Fish Hatchery
Local area resorts
Lewiston Community
Trinity Resource Conservation and Development
Council



Trinity Region

SEGMENT: T-4

ROUTE DESCRIPTION:

Connects Lewiston Lake to Trinity Lake.

OPPORTUNITIES AND CONSTRAINTS:

This segment continues T-3 to Trinity Lake. The US Forest Service is planning a trail on eastside of Lewiston Lake. Early plans for this trail would include an on-road bicycle lane with a hiking-only trail along the lake. A off-road route for equestrians hasn't yet been identified.

LEAD AGENCY:

U.S. Forest Service

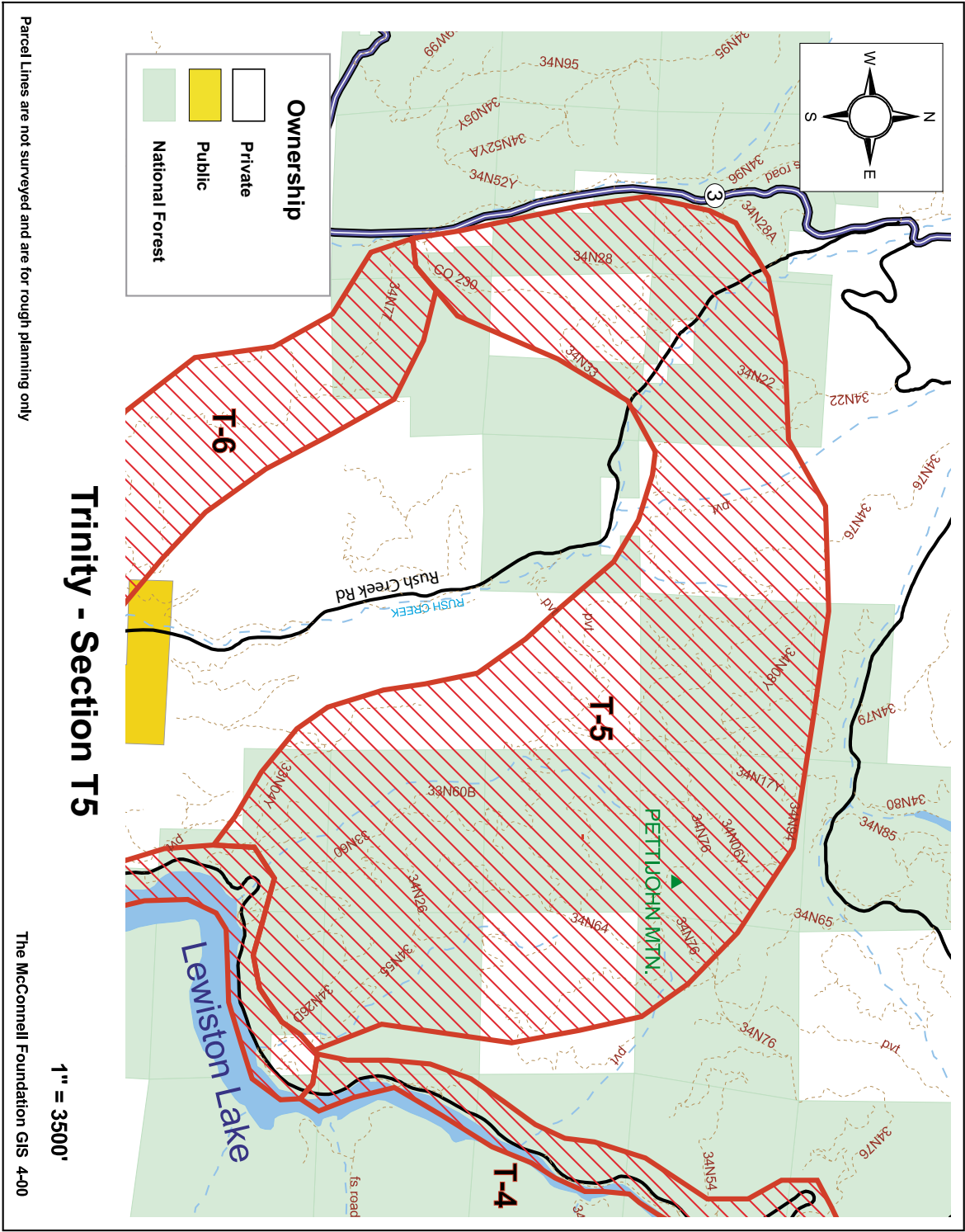
STAKEHOLDERS:

Bureau of Reclamation
Trinity Resource Conservation and
Development Council
Trinity County
Local area resorts



Lewiston Dam

Credit: Brian Sindt



Trinity Region

SEGMENT: T-5

ROUTE DESCRIPTION:

Connects Lewiston Lake (segment T-3) with Highway 3 and the Weaverville Trail Basin system via Pettijohn Mountain area

OPPORTUNITIES AND CONSTRAINTS:

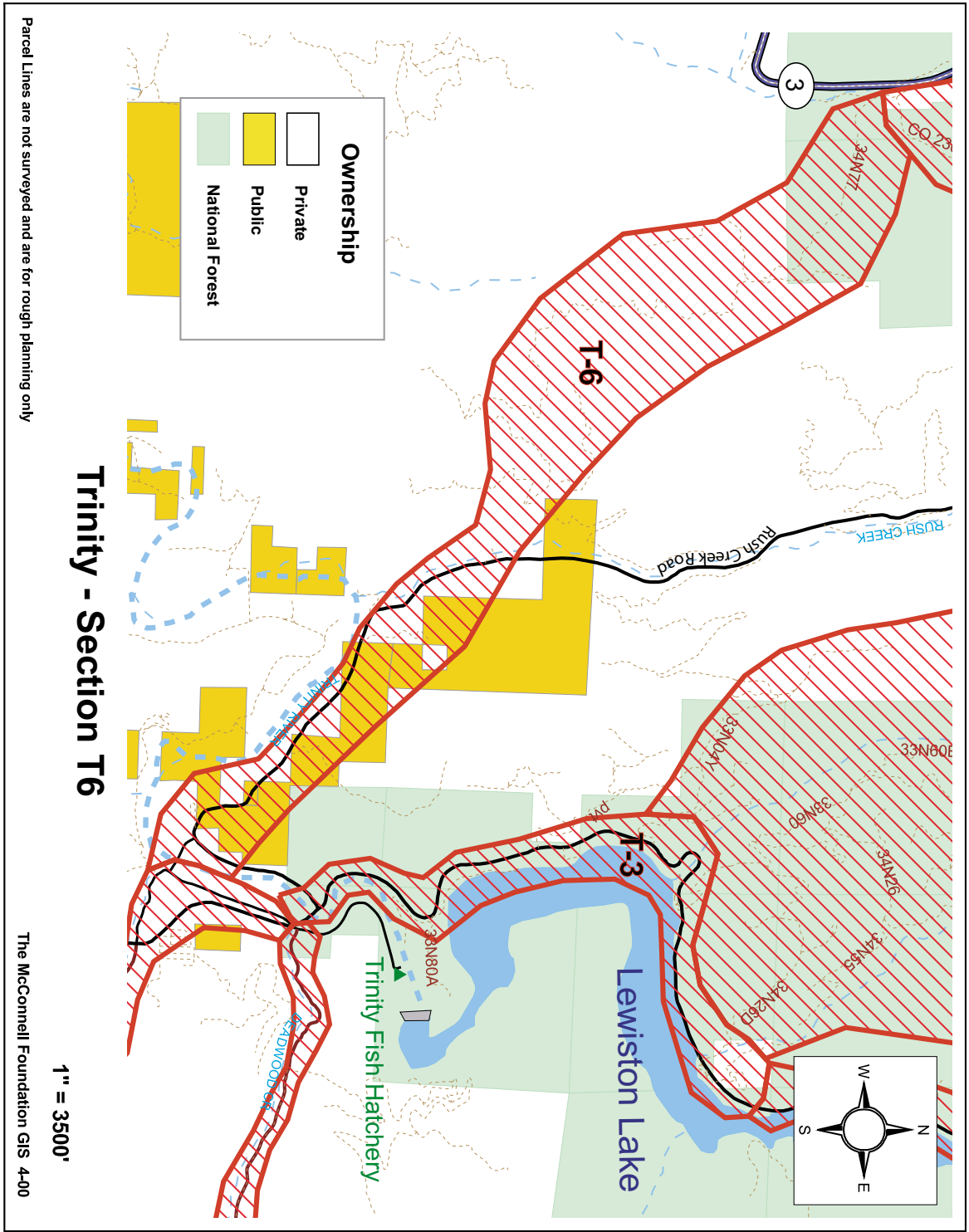
The area around Pettijohn Mountain has numerous old Forest Service roads, which could potentially connect from Lewiston Lake to the outskirts of the Weaverville community trail system. USFS is in process of identifying uses for these roads, including the potential conversion of these roads to trail use. The area is steep and rugged. There is some private property in the area, trail use would need to be negotiated. Some of the area is being logged, providing potential safety concerns to trail users. To reach this system, trail users will also have to cross a state highway. But once users have reached the Weaverville Basin Trail System, they can easily reach the center of town by way of a trail. This trail system has developed a number of amenities and the historic community is a destination and interpretative opportunity for trail users.

LEAD AGENCY:

U.S. Forest Service

STAKEHOLDERS:

Sierra Pacific Industries
 Town of Weaverville
 Trinity County
 Trinity Resource Conservation and Development Council
 Weaverville Basin Trail Committee
 Private landowners
 CalTrans



Trinity Region

SEGMENT: T-6

ROUTE DESCRIPTION:

Connects Lewiston with Highway 3 and the Weaverville Trail Basin system via Browns Creek area

OPPORTUNITIES AND CONSTRAINTS:

This segment is an alternative to T-5. From the town of Lewiston, it would require following a paved road on the shoulder for a number of miles before reaching USFS roads. F.R. 34N77 provides a possible connection with a minimum of new trail construction, although this road may have been closed to public use at nearby landowners' request, as USFS was no longer using the area for logging or recreation purposes. The status of the road would have to be further investigated and negotiations made with the adjacent property owners.

LEAD AGENCY:

U.S. Forest Service

STAKEHOLDERS:

Private landowners
Trinity County
Trinity County Resource Conservation and
Development Council
Lewiston community



Mountain Meadows

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